



Outer West Street - Chinquapin Round Road Corridor Land Use Analysis

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Executive Summary

This Study analyzes and make recommendations for land use in the Outer West Street - Chinquapin Round Road Corridor (the Corridor), located on the west side of the City of Annapolis, MD. The Study area is the Business Corridor Enhancement - BCE zoning district, covering approximately 101 acres along both sides of West Street and Chinquapin Round Road. The Corridor is part of the largest concentration of commercial land in the City, and is one of the four primary gateways into the City from Anne Arundel County.

The nearby areas of Parole and Inner West Street are experiencing or are planned for major public and private sector investment. As these areas plan, change, and position themselves for further change, the future of the Outer West Street – Chinquapin Round Road Corridor is an important issue for the City.

Vision

The vision for the Corridor derives from the City’s Comprehensive Plan and economic development planning, and from residents and businesses living and working in and around the Corridor. In this vision, the Outer West Street - Chinquapin Round Road Corridor:

- Has a greater mix of land uses compared to today, especially residential and employment uses,
- Has a greater scale and intensity of development than today; somewhere in between what is contemplated for Parole and for Inner West Street,
- Remains an important business and commercial corridor,
- Has less under-utilized land, thereby increasing commercial building values and increasing the City’s tax base,
- Is visually attractive in a well-designed urban environment, and is conducive to walking.
- Becomes an attractive gateway into the City,
- Is greener, with formal and informal plantings and open spaces,
- Becomes a safer a transportation corridor that is not automobile-dominated and that serves all users: cars, pedestrians, bicyclists, and transit users, and,
- Considers the needs of adjoining neighborhoods in new planning and new development.

Current Conditions

The dominant land uses in the Corridor today are car sales and service facilities, general service uses, storage, office, general retail, and restaurants. A low six percent of the land is vacant, but much of the “developed” land is used for storage and is underutilized. The current design character of the Corridor is low density, automobile-dominated, strip commercial, typical of post-World War II commercial corridors in many U.S. communities. Most of the buildings date from the 1960s and 1970s. Some parts of the corridor have redeveloped with better urban design conditions, but the amount of change has been too limited to affect the area’s overall character.

Market for Development

From a market standpoint the Corridor has both opportunities and constraints for development. Opportunities include excellent access, proximity to Parole, and the opportunities that accompany a popular city with a high quality of life. Constraints include the limited vacant land, a lack of identity, vehicular congestion, and a complex redevelopment approval process. Development changes along the Corridor over the next five years are expected to be limited because of the untested nature of the market, unknown competitive market opportunities in Inner West Street and Parole, and the unlikely change from automobile-oriented uses. Development momentum along the Corridor from mixed-use projects like a proposed 300 plus unit apartment project at the former Johnson Lumber site, in Inner West Street, and in Parole could increase the Corridor's longer-term mixed-use development potential by providing infill opportunities, especially if these projects prove successful.

The timing of infill and redevelopment opportunities is expected to be substantially a function of the auto industry's future. Auto dealers and auto service companies are unlikely to relocate unless available land elsewhere is more advantageous or unless there is greater potential for reuse, thus increasing real estate values. Annapolis has a very strong housing market. New residential development could occur in the Corridor, but with high land values (at least \$1 million per acre), traditional commercial corridor-type uses (e.g. auto services, gas stations, fast food restaurants, and convenience stores) will be the types of uses most able to compete for land in the Corridor, unless displaced by demonstrated successful absorption of relatively high-density residential projects.

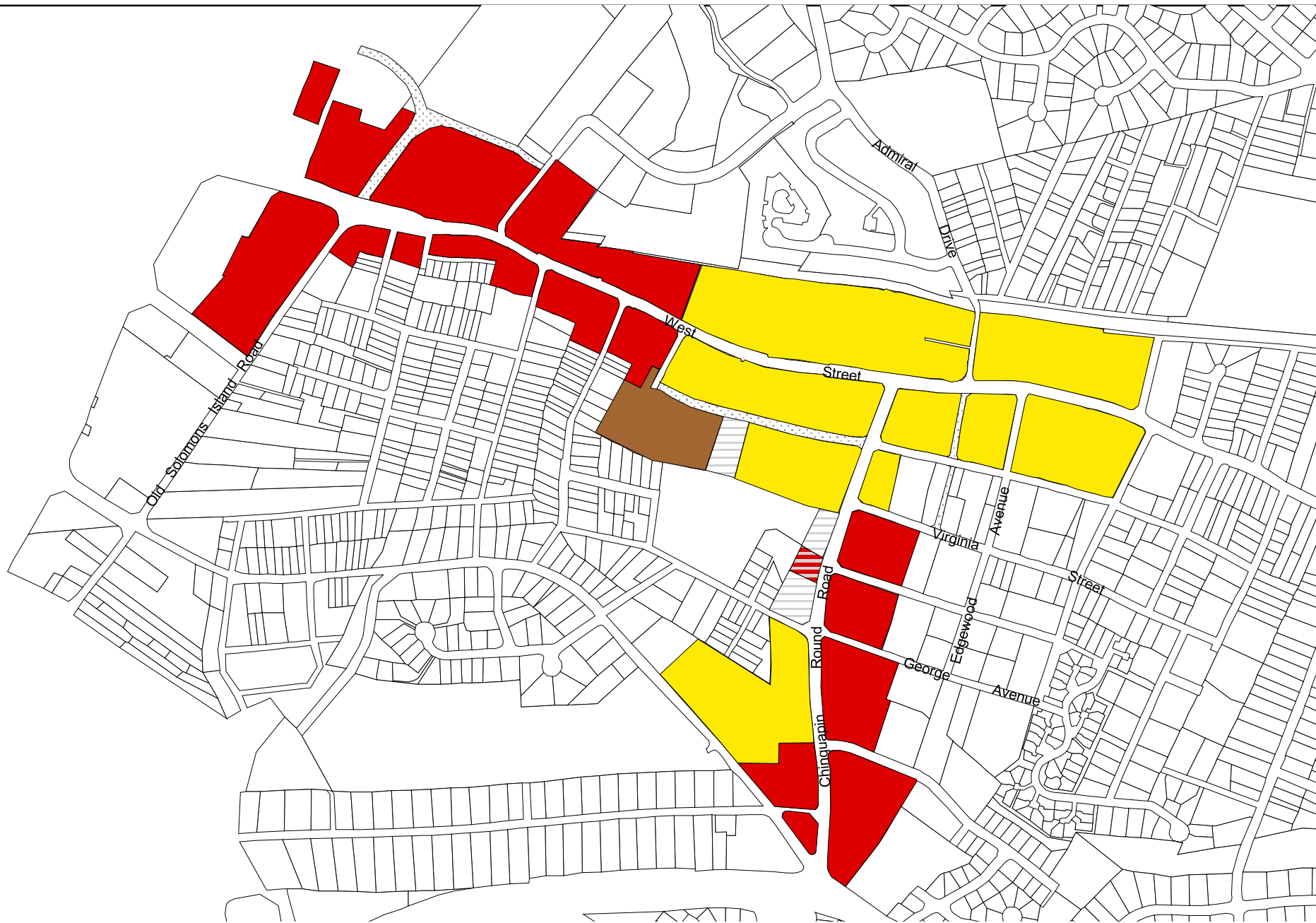
Traffic

West Street carries approximately 35,000 vehicles per day (VPD) and Chinquapin Round Road carries approximately 21,000 VPD. Key current traffic issues for the Corridor are:

- Peak period congestion at key intersections,
- Lack of left turn lanes resulting in weaving to get into free-flowing lanes,
- Multiple curb cuts and access drives contributing to dangerous driving conditions
- Higher than average accident rate.
- Poor aesthetics including visual clutter; lack of landscaping; poor sidewalk conditions; parking or storage close to roads; and an inconsistent streetscape;
- Poor conditions for pedestrians and bicyclists including narrow, discontinuous sidewalks, lack of crosswalks; narrow or non-existent sidewalk buffers; no bicycle lanes; and multiple curb cuts especially along West Street.

Land Use Recommendations

Land use recommendations for the Corridor are centered around a "land use concept". The concept translates the vision into maps, policies, and regulations that the City would adopt in order to guide land use change towards achieving the concept for different parts of the corridor. The future time frame is long term: 10 to 30 years. The land use concept divides the corridor into four land use categories (Figure ES-1).



Legend:

- | | |
|--|---|
| Retail and Service | Retail/Service/Institutional |
| Business Corridor Mixed Use | New Roads |
| Residential | |
| Institutional | |



Scale
700 0 700 Feet

City of Annapolis
Outer West Street-Chinquapin Round Road
Land Use Study
Figure ES-1
Future Land Use Concept

The land use concept centers on creating two Business Corridor Mixed Use areas, i) around the intersection of West Street and Chinquapin Round Road, and ii) the area between Drew Street and Lincoln Drive. Over time, these areas would develop with a mix of community retail, office, and high-density residential uses in a high quality, well-designed urban environment. Outside the Mixed Use areas, most of the corridor will remain in retail and service use. In these areas, improvements will continue be made, incrementally, over time through private and public investments, so that these areas function better, especially with respect to traffic, and become safer and more attractive, consistent with the vision for the corridor as a whole.

Business Corridor Mixed Use areas. In these areas a mixed use character of development would be encouraged over the long term. The mix of uses would include community retail, office, and higher density residential than surrounding areas. Key features would also include urban design amenities, open space, community-serving facilities, and convenient vehicular, pedestrian/bicycle, and transit access.

The Study includes a redevelopment scenario for a portion of the designated Business Corridor Mixed Use area. The scenario shows that different kinds of mixed use development consistent with the City's objectives could be built in the designated area, and would be fiscally positive for the City. The development would require relatively high residential density (50 dwelling units per acre), floor area ratios over 1.25, and structured parking. Traffic generated by mixed use development would have different patterns compared to current uses, higher at certain times and lower at other times, but could be accommodated without impacting current traffic by making full use of the area road network capacity, and creating new road connections.

Retail and service areas. In these areas little change in the type and configuration of land use is expected. Therefore, the Study recommends a general continuation of existing policies and regulations under the BCE zoning district, whereby improvements will be made to sites and to the West Street streetscape incrementally over time as land is improved and redeveloped. Special attention should be paid to the area between Reidsville Street and West Street south of Gibraltar Avenue, an area of approximately ten small, narrow lots with older buildings, that are no longer suitable for residential use but that are too small to successfully redevelop into commercial use. Consideration should be given to acquiring of some of these lots for intersection improvements and neighborhood or street-end park development.

Residential. A small area at the south end of Lee Street, part of which backs up to Mills Parole Elementary School is designated residential on the land use concept. This area is currently occupied by auto repair and detailing, and warehouse and office uses. These uses appear to be stable and, like the auto-oriented uses on West Street, not susceptible to change in the short term. In the longer term, however, because their access is poor relative to parcels on main roads, their value for commercial use may be lower than for higher density residential use.

Institutional. Institutional uses within the Study area are the City Department of Transportation building on Chinquapin Round Road, and the Mills Parole Elementary School entrance and tennis courts. No new institutional areas are designated.

Implementation

Implementing the Study's land use recommendations will require changes to the City's zoning code, with supporting improvements to the Corridor's road network. Market conditions will dictate the timing and pace of land use change, but the City can assist in "priming the pump" through economic development incentives.

Zoning. A new zoning district is envisioned to facilitate mixed use development in the designated parts of the Corridor. The new district would be a variant of the current BCE district. Higher density residential uses would be permitted subject to standards, but some types of uses (for example, fast food restaurants and convenience stores) would be permitted only as part of an integrated mixed use development. Some uses that would be incompatible with mixed use centers would not be permitted, such as car washes, building materials sales and storage, and service (gas) stations. Automobile sales would be permitted. Maximum building heights between 45 and 65 feet are recommended to achieve a scale of development that would be in between what is contemplated in Parole and in Inner West Street.

Urban design. Urban design is key to achieving the vision for the Corridor. This Study addresses some urban design elements such as preferred building types for mixed use centers, but a full urban design plan should be prepared to support the land use plan. The urban design plan should address the full range of design considerations including architecture, relation of buildings to the street and nearby development, streetscape, plantings, open space treatment, buffers, parking and loading, and protecting residential neighborhoods from the impacts of commercial uses.

Economic development. Incentives to spur development and redevelopment in the Corridor include accelerated development review processes, density bonuses, tax incentives such as Tax Increment Financing, and capital improvements especially on roads and open space.

Traffic. The Study's major recommended road improvements to support the land use concept are:

- Create a gateway or defined entrance to the City on West Street between MD 2 and Chinquapin Round Road. An SHA feasibility study has proposed the intersection of West Street and Old Solomons Island Road for the gateway.
- Continue access consolidation and control policies on West Street.
- Extend Admiral Drive south to McGuckian Street and, eventually, to Virginia Street.
- Signal timing and lane configuration changes to the West Street-Chinquapin Round Road-Admiral Drive intersections.
- Four-way intersection at Virginia Street and Chinquapin Round Road.
- Extend McGuckian Street west to Lee Street.
- Signalize the West Street Lee Street intersection.
- Improve the West Street-Gibraltar Avenue intersection, possibly including a traffic circle and a park.
- Extend Gibraltar Avenue to Old Solomons Island Road extended north of West Street.
- Address safety at intersection of Chinquapin Round Road and Old Forest Drive.

Neighborhood Preservation. The needs of adjoining neighborhoods in any new planning and development are a primary concern in planning for the Corridor. Study recommendations designed to protect adjoining neighborhoods include:

- Allowing for more residential uses in the Corridor.
- Attracting more neighborhood-oriented commercial uses.
- Pocket parks and neighborhood open spaces.
- Height limits designed to transition from the taller buildings permitted in the Corridor to the lower buildings in the adjoining neighborhoods.
- Roadway and intersection recommendations designed to improve traffic flow on West Street and Chinquapin Round Road, thereby reducing traffic cutting through neighborhoods.
- Design recommendations to make the corridor more pedestrian- and bicycle-friendly.

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Section 1 Introduction

Study Purpose

The purpose of this Study is to analyze and make recommendations for land use in the Outer West Street - Chinquapin Round Road Corridor (the Corridor), located on the west side of the City of Annapolis, MD. The study area is defined by the zoning district boundary for the Business Corridor Enhancement - BCE district. This zoning district covers approximately 101 acres along both sides of West Street and Chinquapin Round Road, plus the west side of Old Solomons Island Road (Figures 1-1, 1-2, and 1-3).

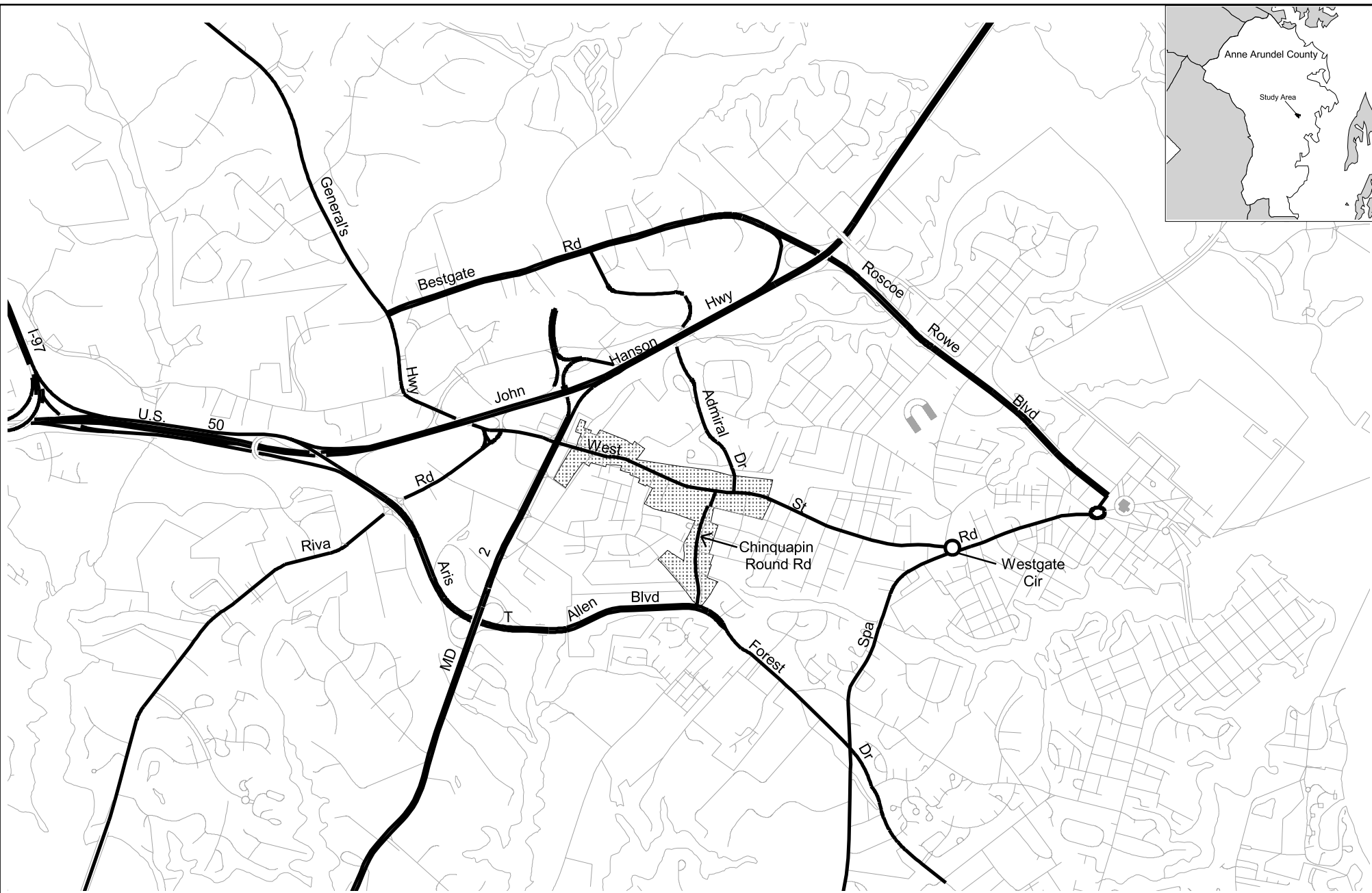
The Outer West Street - Chinquapin Round Road Corridor is part of the largest concentration of commercial land in the City and is one of the four primary gateways to the City from Anne Arundel County. The impetus for the study at this time is the City's desire for changes in the use mix and aesthetic appearance of the Corridor, coupled with changes and market pressures occurring in surrounding areas that are affecting and will continue to affect the Corridor.

The City's primary interests for the Corridor are to:


- Make better use of vacant and under-utilized land, thereby increasing commercial building values and increasing the City's tax base.
- Encourage new employment opportunities for City residents.
- Improve the Corridor's competitive market position, especially in relation to parcels in Parole that are closer to the regional road network.
- Improve the aesthetics of the Corridor, especially along the West Street gateway.
- Address traffic congestion, and ensure that the Corridor has a well-functioning transportation system serving motor vehicles, pedestrians, and bicyclists.
- Consider needs of adjoining neighborhoods in any new planning for the Corridor.

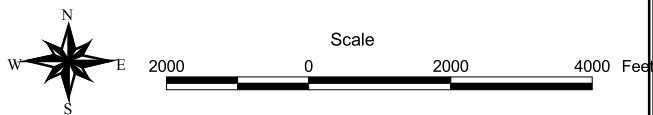
Study Preparation

The City of Annapolis Department of Planning and Zoning prepared this study between August 2002 and June 2003. A City-appointed Steering Committee assisted City staff during the planning process, meeting five times to review information and provide feedback and ideas. A public meeting was held in October 2002 early in the process to identify issues of concern and provide input for a vision for the Corridor.

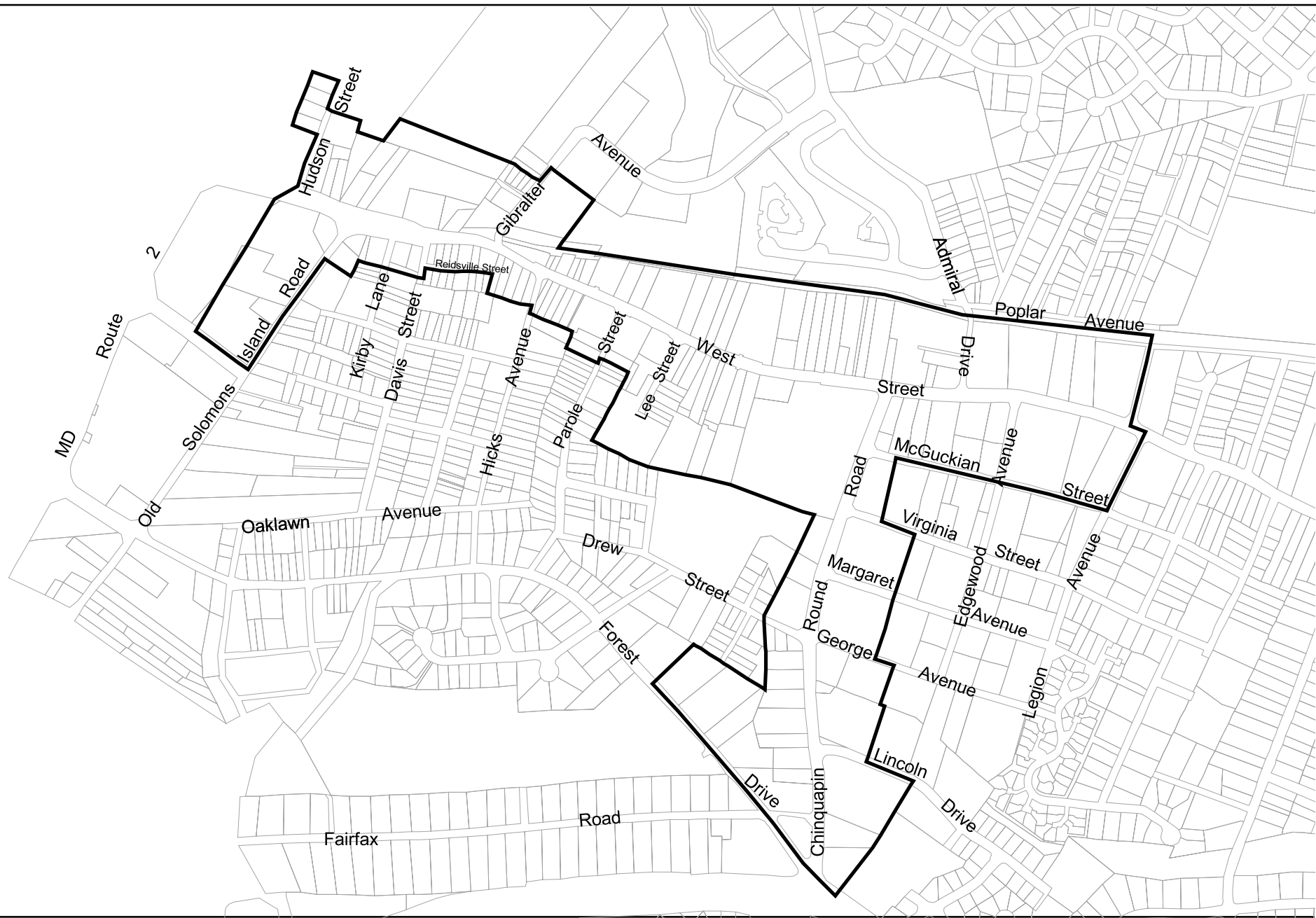


Legend:

 Study Area




City of Annapolis
Outer West Street-Chinquapin Round Road
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Figure 1-1
Location and Area Roads

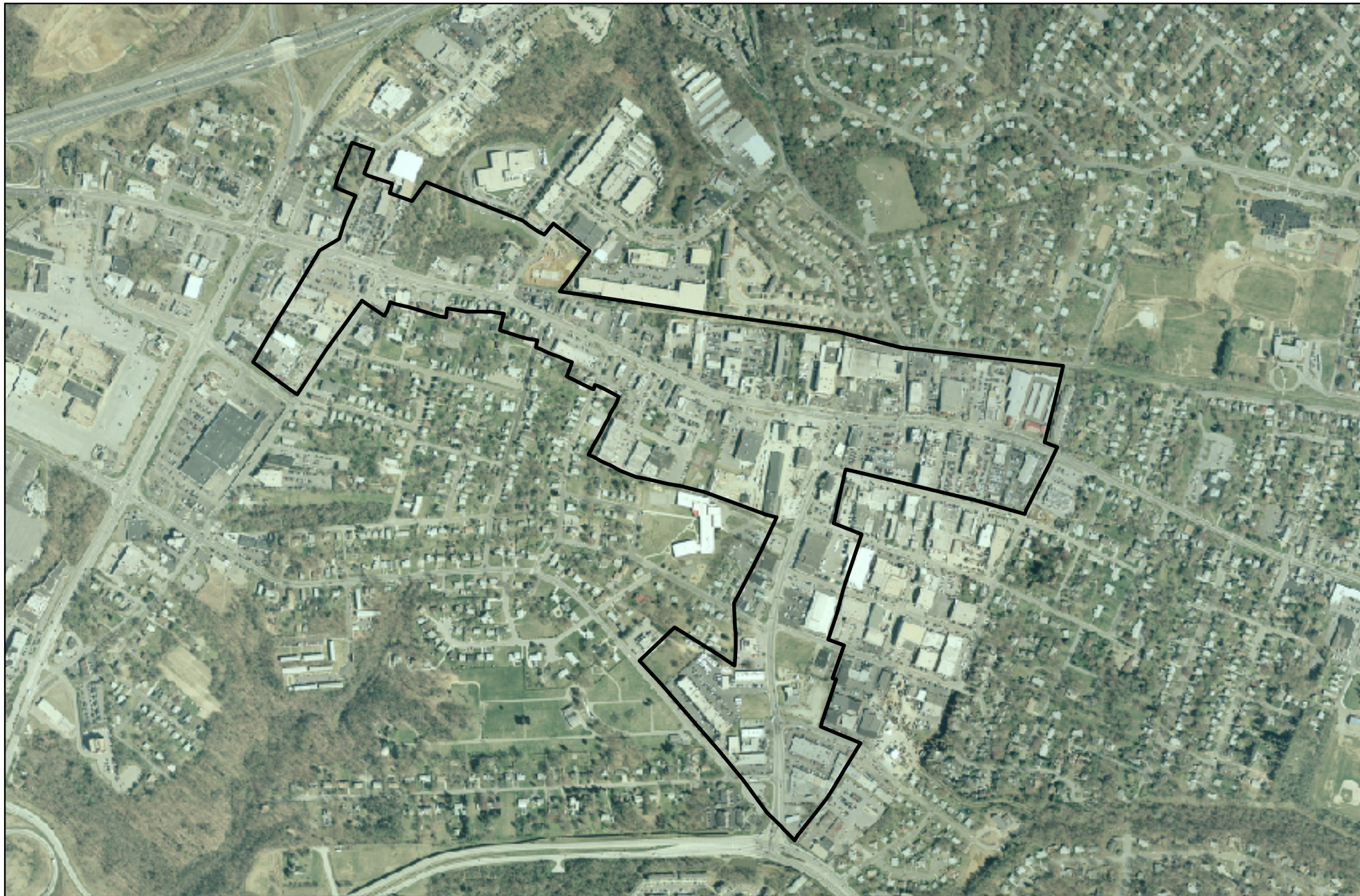


Legend:
 Study Area



Scale
 700 0 700 Feet


City of Annapolis
 Outer West Street-Chinquapin Round Road
 Land Use Study
 Figure 1-2
 Roads



Legend



Study Area

Aerial flown in 2000



Scale

1,000 500 0 1,000 Feet

City of Annapolis
Outer West Street-Chinquapin Round Road
Land Use Study
Figure 1-3

Section 2 Issues, Goals, and Vision

This Section describes the issues, goals and vision for the Outer West Street - Chinquapin Round Road Corridor. These form the basis for the analysis and recommendations in Section 3 of the study.

2.1 Issues

Table 2-1 summarizes the issues for the Corridor that are addressed in this study. The issues were identified by staff prior to the October 22, 2002 public meeting, and refined based on input at that meeting. The issues are divided into four categories: land use; market and economics; traffic and transportation; and adjoining neighborhoods.

Table 2-1 Issues for the Outer West Street - Chinquapin Round Road Corridor

Land use
• What types of land use does the City want for the corridor?
• What do residents want for the corridor?
• What do businesses want for the corridor?
• How can the City make better use of vacant and underutilized land in the corridor, and increase the City's tax base?
• Corridor aesthetics; desire to create attractive gateways into the City.
• How can the corridor help meet some city-wide goals such as the City's housing needs?
• What types of development intensity (size and scale of buildings) is appropriate for the corridor?
Market and Economics
• What types of land uses will the market support? What are the highest and best uses, given the market?
• What market position can the corridor take in relation to nearby commercial areas: Parole; Inner West Street; Downtown Annapolis, and Forest Drive?
• How can the corridor capture development opportunities currently going to other parts of the Annapolis region?
Traffic and transportation
• Conditions on West Street: heavy traffic; problematic left turn movements ; weaving.
• Ways to slow the traffic down: <ul style="list-style-type: none"> - Add traffic lights - Caution against an aesthetic median (like Rowe Boulevard)
• Too many curb cuts on West Street.
• Improve the traffic flow along West Street. <ul style="list-style-type: none"> - Consider making West Street five lanes (2 thru lanes in each direction, plus a center turn lane - Free right turn from eastbound West Street to Chinquapin Round Road
• Hard to make left turns out of businesses on West Street.

<ul style="list-style-type: none"> • Offset intersections. Chinguapin Round Road and Admiral Drive; Lee Street and Gibraltar Avenue. • The left turn from eastbound West Street to northbound Admiral Drive is too tight. • Making left turns at the intersection of Poplar Avenue and Admiral Drive is difficult.
Traffic and transportation, cont.
<ul style="list-style-type: none"> • Safety issues for pedestrians (including transit users), bicyclists, and motor vehicles. Dangerous intersections. • Improve conditions for bicyclists. • Pedestrian crossing at West Street/Parole Street dangerous because of poor visibility.
<ul style="list-style-type: none"> • If land uses change what will be the effects on traffic? • If we reduce the traffic capacity on West Street (down to three-lanes), where will the traffic go? Would we adversely impact other parts of the City, by adding traffic there?
<ul style="list-style-type: none"> • Improve ways for residents to get out of neighborhoods. <ul style="list-style-type: none"> - Add traffic lights - Consider a light at Fairfax Road and Chinguapin Round Road (to facilitate left turns onto Chinguapin and the movement from Fairfax Road to westbound Aris T. Allen) - The right turn from southbound Chinguapin Round Road to eastbound Aris T. Allen is dangerous (insufficient stacking room/acceleration lane).
Adjoining Neighborhoods
<ul style="list-style-type: none"> • Proximity of residential neighborhoods to the corridor; limited buffers, cut through traffic. <ul style="list-style-type: none"> - Add traffic lights - Noise from commercial uses impacts neighborhoods. • Keep through traffic on the main roads (West Street and Chinguapin) and out of the neighborhoods. • As the corridor changes how will adjoining neighborhoods be affected? • What corridor uses would positively affect adjoining neighborhoods? • How can adjoining neighborhoods be protected from negative effects of change?

2.2 Goals and Vision

The vision for the Corridor is based on the goals in the Comprehensive Plan and economic development planning, and input from residents and businesses living and working in and around the Corridor.

i. Comprehensive Plan

The City's overall goals for the Outer West Street - Chinguapin Round Road Corridor derive from the City of Annapolis Comprehensive Plan (1998). The goals are:

- Promote mixed-use.
 - As a focus for new development and redevelopment.
 - To enhance the vitality of surrounding neighborhoods.
- Improve the streetscape.
- Improve access.
- Address traffic congestion.

ii. Economic Development

The City's Economic Development Strategic Study, 2000, has more specific economic development goals:

- Increase the City's tax base.
- Make better use of prime road frontage.
- Upgrade land uses from lower intensity uses (warehouse/storage) to higher value uses (commercial/office).
- Encourage relocations of lower value land uses from prime locations.

iii. Public Input

At the October 22, 2002 public meeting for the Outer West Street - Chinquapin Round Road Corridor study, a number of more corridor-specific vision statements emerged for land use and transportation.

Land use

- Add residential uses in the corridor (general consensus for this among meeting participants).
- Differing thoughts about what types of housing would be desirable. Some strong support for "workforce housing", housing affordable for workers (e.g., teachers, firefighters) costing no more than 30 percent of income), and for "middle" priced for-sale housing (\$100,000 to \$150,000). There was also some support for market-rate housing, given the large proportion of rental housing and subsidized housing in the City.
- Add a greater mix of non-residential uses in the corridor, such as entertainment uses; uses/activities for children and youth.
- Scale of development in Outer West Street should not be too great; somewhere in between what is contemplated in Parole and Inner West Street – Park Place.
- Add green areas and open space in the corridor. Such green areas need not necessarily be large.
- Improve site design aesthetics: parking behind buildings, landscaped buffer areas in front.
- Limit the impact of corridor commercial uses on residential neighborhoods, and prevent any further encroachment by commercial uses into residential neighborhoods.

Transportation

- Potentially conflicting vision between Outer West Street as a throughway (i.e., five lanes with easier turn movements) and Outer West Street as a more neighborhood-oriented street (i.e., three lanes, slower traffic).

- Transit needs to be a major component of planning for West Street and should be fully integrated into the vision. High density/intensity uses are needed to make transit effective. Good transit helps reduce traffic by providing realistic transportation alternatives.
- Make Outer West Street safer for all users (cars, pedestrians, bicyclists, transit users).
- Keep through traffic on the main roads (West Street and Chinquapin) and out of the neighborhoods.
- Make it easier for neighborhood traffic to get in and out onto main roads (acknowledging, however, the potential for conflict with desire to keep through traffic on the main roads).

iv. Vision Summary

Based on the above considerations, the overall vision for the Outer West Street - Chinquapin Round Road Corridor is for the Corridor to:

- Have a greater mix of land uses compared to today, especially residential and employment uses,
- Have a greater scale and intensity of development than today; somewhere in between what is contemplated for Parole and for Inner West Street,
- Remain an important business and commercial corridor,
- Have less under-utilized land, thereby increasing commercial building values and increasing the City's tax base,
- Be visually attractive in a well-designed urban environment, and be conducive to walking.
- Become an attractive gateway into the City,
- Be greener, with formal and informal plantings and open spaces,
- Become a safer a transportation corridor that is not automobile-dominated and that serves all users: cars, pedestrians, bicyclists, and transit users, and
- Consider the needs of adjoining neighborhoods in planning and new development.

Section 3 Planning Context: Land Use, Development, Market, and Traffic

3.1 Land Use

The Outer West Street - Chinquapin Round Road Corridor is essentially a mixed service business and retail area (see Table 3-1 and Figure 3-1)¹.

Table 3-1 Current Land Use

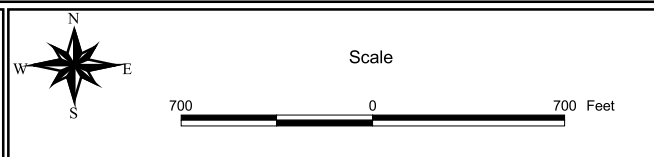
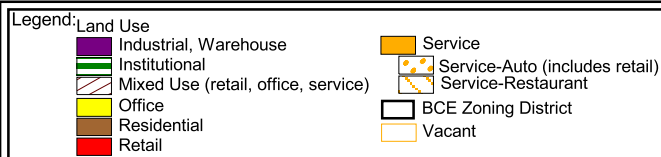
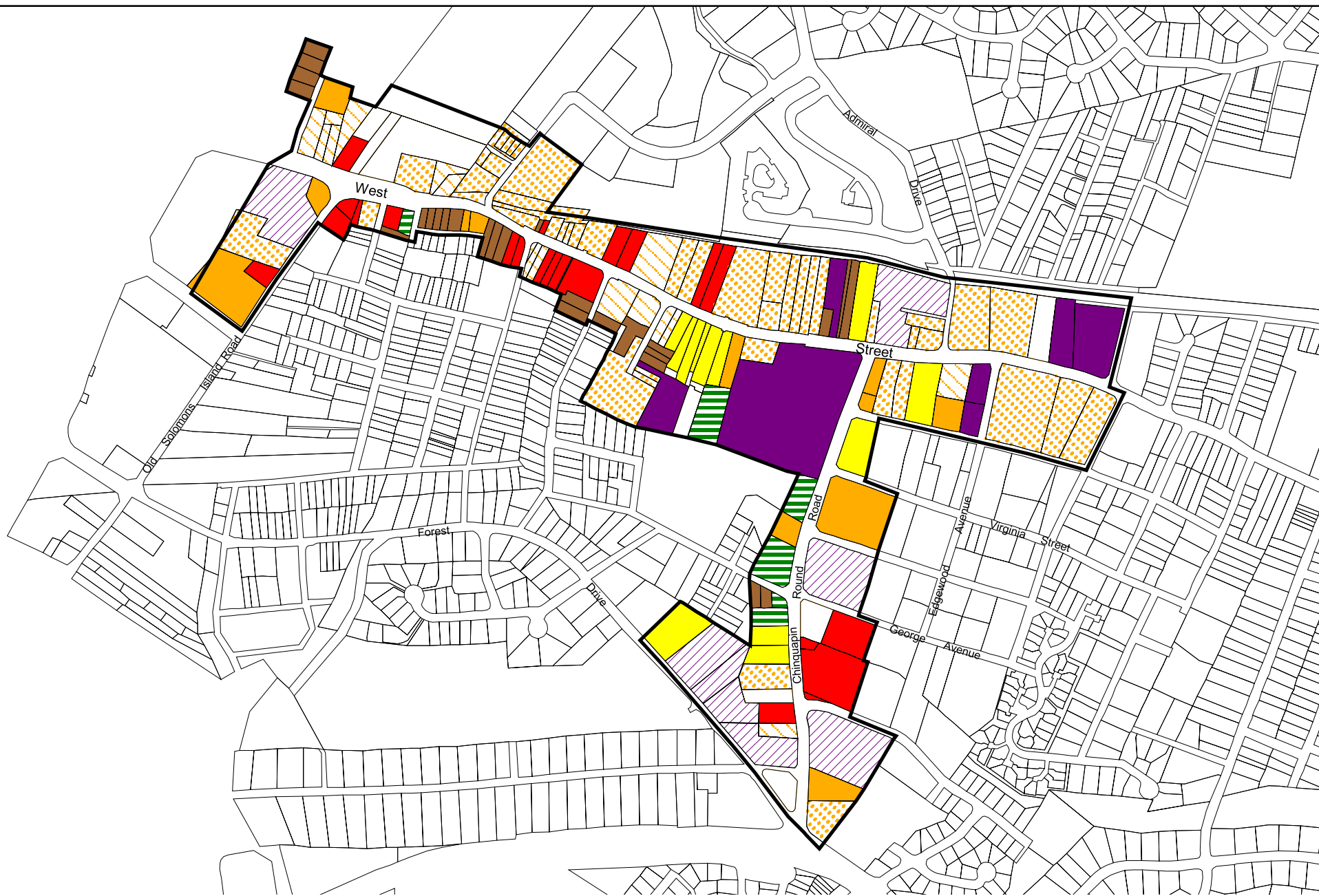
Land use	Acres	Percent	Examples
Service-auto (includes retail)	34.0	33.6%	Car dealers, car-parts stores, auto-repair facilities, gas station
Service-general	11.4	11.2%	Banks, plumbing service offices, laundromat, beauty salon,
Industrial, warehouse	12.1	12.0%	Self-storage, lumber yard, Rainbow uniforms
Office	11.6	11.5%	Bank operations center, law offices,
Retail	10.8	10.7%	Gardner Center, pharmacy, Oren music
Service-restaurant	7.5	7.4%	Fast food and sit-down restaurants
Residential	4.6	4.6%	Scattered parcels.
Institutional	2.7	2.6%	Annapolis bus station, City Department of Transportation, frontage of elementary school.
Vacant	6.4	6.3%	
Total	101.1	100.0%	

Note: 14.41 acres of the total area are six areas with multiple uses, shown as mixed use on Figure 1-3. The uses in these areas have been assigned among the other land use categories in the table, based on their proportionate share of the mixed use area.

Source: ERM

Service uses are the dominant land use, accounting for a little over 50 percent of the Corridor acreage. To gain a better understanding of the land use character of the area, Table 3-1 breaks service uses into three categories: service-general, service auto, and service restaurant. Service-auto uses includes all automobile-related uses including car dealers, parts stores, and car repair facilities. Service-auto uses cover over one third of the corridor. Restaurants take up almost eight percent of the land in the corridor. There are a few sit-down restaurants, such as the Crab Cake Factory, but most of the restaurants are fast-food type such as McDonalds, Wendys, Dunkin Donuts and Burger King.

¹ Note that Table 3-1 analyzes acres of land rather than square footage of buildings. Analysis of building square footage gives a different feel for the Corridor. The City's 2000 Economic Development Strategic Study, analyzed square footage for a slightly larger Outer West Street area, and found that Warehouse Storage use was the largest use (41 percent) followed by shopping centers/retail (18 percent). Auto-related uses had only 14 percent of the square footage. The acreage analysis captures more clearly how much of the land area is devoted to auto-related uses.



City of Annapolis
Outer West Street-Chinquapin Round Road
Land Use Study
Figure 3-1
Current Land Use

Non-auto-related retail uses take up a relatively low 11 acres of the corridor, primarily in four strip centers as well as in other scattered freestanding buildings. The four strip centers are the Gardner Center and Fairfax Crossing on Chinquapin Round Road plus two unnamed centers on West Street; one at the intersection with Old Solomons Island Road (Rite Aid, Bagel Place) and the other between Parole Street and Hicks Avenue (Oren Music, Rent-a-Center).

Industrial and warehouse uses take up approximately 12 acres of the corridor. These uses comprise two self-storage facilities (Shurgard Storage, and Public Storage), the former Johnson Lumber lumberyard, and Rainbow Cleaners near Edgewood Avenue.

Office uses take up approximately 12 acres. There is a small concentration of office uses east of Lee Street including the Hyatt building and some back offices. Other office uses are located along Chinquapin Round Road, including an office of the Maryland Department of the Environment.

Residential uses take up only five acres of the corridor, mostly toward the western end of West Street, on the south side. These are older single-family homes that have not converted to non-residential uses.

Institutional uses take up three acres, mostly along or near Chinquapin Round Road. These uses are the Annapolis bus station and City Department of Transportation offices, portions of the Mills-Parole Elementary School site, and City Department of Police office at the intersection of West Street and Davis Street.

Mixed Use. Six parts of the study area, covering approximately 14 acres contain a mix of service, industrial, retail, and office uses (not residential ²). These are shown as mixed use on Figure 3-1. For the acreage analysis in Table 3-1, the uses in these areas were assigned among the other land use categories in the table, based on their proportionate share of the mixed use area.

Vacant land/buildings. Approximately six acres of the corridor are vacant:

- North side of West Street across from Old Solomons Island Road, owned by the Capital Newspaper. This is the largest vacant tract in the Corridor.
- Two vacant parcels at the southern end of Chinquapin Round Road south of George Avenue/Drew Street.
- Parcel east of the Mills-Parole Elementary School tennis courts.
- Parcel west of Shurgard Storage.

² None contain residential uses which planners generally consider a key characteristic for true “mixed use” areas.

3.2 History

Historically the part of the City in and around the Outer West Street - Chinquapin Round Road Corridor has had as many ties to Parole and to Anne Arundel County as to the City. The area was annexed into the City in 1951, part of a large annexation that included West Annapolis and Eastport.

Traditionally, Parole was the area along West Street from Chinquapin Round Road to Old Solomons Island Road. The Parole Race Track was probably established sometime in the 1920s. It stood on the site of the present day Parole Plaza Shopping center.

From 1862 until the end of the Civil War, Parole was the location of a Union camp, bordered, it is thought, by Old Solomons Island Road, Riva Road, Forest Drive and West Street. Camp Parole housed Union troops who had been captured by Confederates and were being paroled back to the Union. By agreement and on their honor, these troops were to remain in the Camp until two war departments negotiated an official exchange. Over 70,000 prisoners were processed through Camp Parole. After the war, freed slaves moved into the barracks or built homes with the lumber and the Parole community has been predominately black ever since.

West Street (MD 450) is of 1600s origin and developed into the main connection between Annapolis and Washington. West Street runs into the Generals Highway, which was an old Indian trail. Early colonials used to race from City gate (where Calvert Street is today) to the three-mile oak at the intersection of West Street, Defense Highway, and Generals Highway (a distance of approximately three miles). The railroad which ran along West Street was the Annapolis-Elk Ridge Railroad. The station was where Lowe's Hotel is now located. This railroad was chartered in 1837, electrified in 1907, and was renamed the W. B. & A. (Washington-Baltimore & Annapolis Railroad). The Poplar Trail is on part of the former railroad right-of-way.

Chinquapin Round Road is thought to date from the 1850s. Aerial photographs from the 1930s show Chinquapin Round Road in its current location (see Figure 3-2).

Development occurred incrementally along the corridor after World War I, most of it residential. A number of older structures from that period are still remaining, including some right on West Street. The Coca Cola bottling plant building on Admiral Drive opened around 1930. The J.F. Johnson Lumber Company moved to its location on the corner of West Street and Chinquapin Round Road in 1941, finally leaving in 2003 for a location in Edgewater.

Abrupt change came in 1960 with construction of Parole Plaza. Most of the commercial development in the Outer West Street - Chinquapin Round Road Corridor dates from the 1960s on.

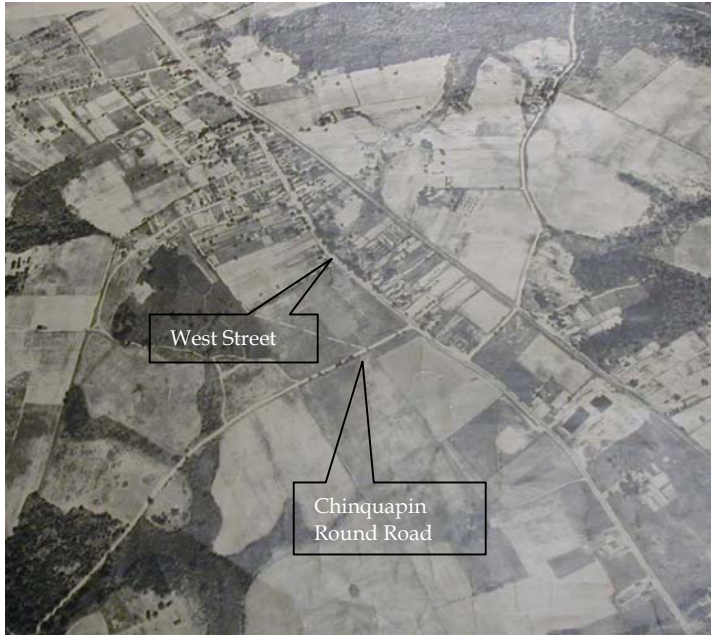


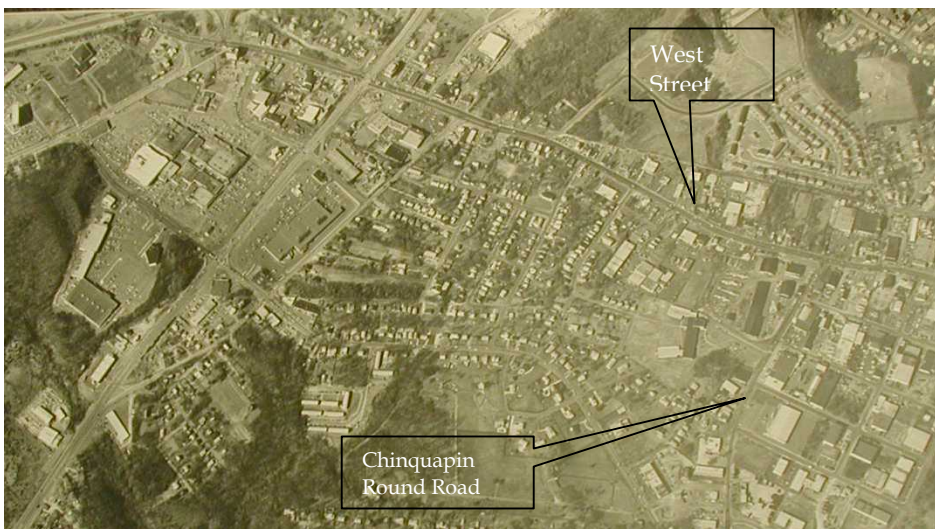
Figure 3-2- Study Area Historic Aerials. See Figure 1-3 for aerial showing current conditions

1931

West Street



1957



1977



Left: Former Coca Cola bottling plant on Admiral Drive (circa 1930). Below: historic homes south side of West Street near Davis Street



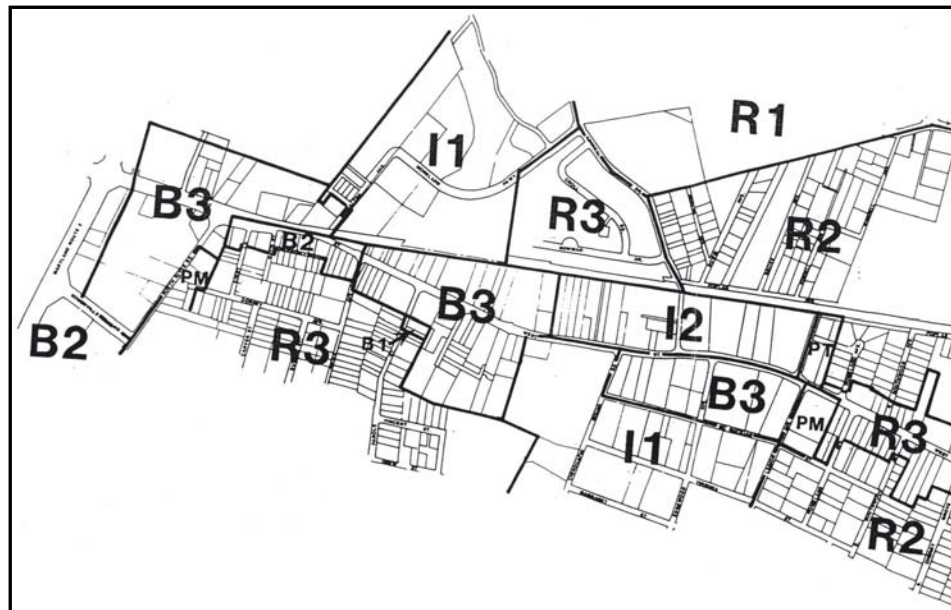
3.3 Past Planning

The current land use and character of development in the study area has been shaped in part by past planning efforts.

3.3.1 1993 Central and Outer West Street Corridor Land Use and Urban Design Plan

As of the early 1990s the study area was zoned for a mix of industrial and commercial uses: I-1, I-2³, B-2, and B-3. (Figure 3-3).

Figure 3-3 Outer West Street Corridor Zoning, early 1990s



³ The City no longer has an I-2 (Heavy Industrial) district

In 1993 the City completed a plan for central and outer West Street, the Central and Outer West Street Corridor Land Use and Urban Design Plan. The purpose of the plan was to recommend a plan and strategy for future development or redevelopment of portions of the study corridor. The plan concluded that for Outer West Street the then existing development pattern would be the dominant factor influencing the future land use pattern, and it saw little opportunity for significant changes in land use. To improve the physical appearance and functionality of the corridor, the plan recommended:

- Improving the quality of development through enhanced landscaping, and building and site design standard, and
- Improving traffic circulation by controlling access onto West Street and Chinquapin Round Road.

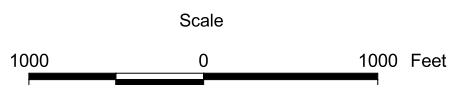
3.3.2 BCE District

To help implement the 1993 Plan's recommendations the City adopted⁴ the Business Corridor Enhancement District (BCE) and applied it to the area along West Street and Chinquapin Round Road that is the current extent of the district (Figure 3-4).



Looking south from West Street down Chinquapin Round Road. The Johnson Lumber site, vacated in 2003, is on the right.

⁴ In October 1993.



City of Annapolis
Outer West Street-Chinquapin Round Road
Land Use Study
Figure 3-4
Current Zoning-Generalized

Note: This is not an official zoning map.

3.3.3 1998 City Comprehensive Plan

In 1998 the City adopted the current Comprehensive Plan. The citywide Plan Concept identifies the Outer West Street - Chinquapin Round Road Corridor as a “Place of Investment and Employment”. A major focus of the Plan’s land use element is to promote mixed-use centers as focuses of neighborhood activity. The Plan proposes nine mixed-use centers including one in Outer West Street around and east of the West Street/Chinquapin Round Road intersection (Figure 3-5). The mixed use centers are to include a mix of uses, including residential, urban design amenities, community serving facilities, and convenient vehicular, pedestrian/bicycle, and transit access. Other Comprehensive Plan recommendations relevant to this Outer West Street - Chinquapin Round Road Corridor Land Use Analysis are to:

- Work with property owners in commercial areas to “replan” these areas to improve access and the appearance of the streetscape, and promote site specific economic development, and
- Implement a long-range plan for urban design improvements to the City’s major gateway entrances and corridors. Outer West Street at the City line is identified as one of four primary gateways to the City. West Street and Chinquapin Round Road are defined as major corridors.

3.3.4 2000 Economic Development Strategic Plan

The City Office of Economic Development completed an Economic Development Strategic Plan in 2000. The strategy was designed to identify opportunities promote new business growth, direct growth toward underutilized commercial areas, create employment for local residents, and increase the tax base through redevelopment and new development.

The Plan found that the Outer West Street district ⁵ had nearly 50 percent of the commercial acreage in the City. However, because so much land was warehouse uses, the commercial building values were the lowest in the City, approximately 37 percent below the City average on a per square foot basis.

The Plan’s primary recommendation for the Outer West Street district was to limit expansion and encourage the relocation of lower density, lower value land uses from prime road frontage. The Plan’s future development scenario called for a net increase of 214,000 square feet of commercial use through increases in mixed use, office, and manufacturing uses and reductions in automotive and warehouse uses. One element of the strategy called for creating a relocation zone for automotive uses between MD 2 and Old Solomons Island Road (Figure 3-6).

⁵ An area somewhat larger than the study area for this Outer West Street - Chinquapin Round Road Land Use Analysis. See Figure 3-6.

Figure 3-5 Mixed Use Centers, City of Annapolis Comprehensive Plan Figure 10

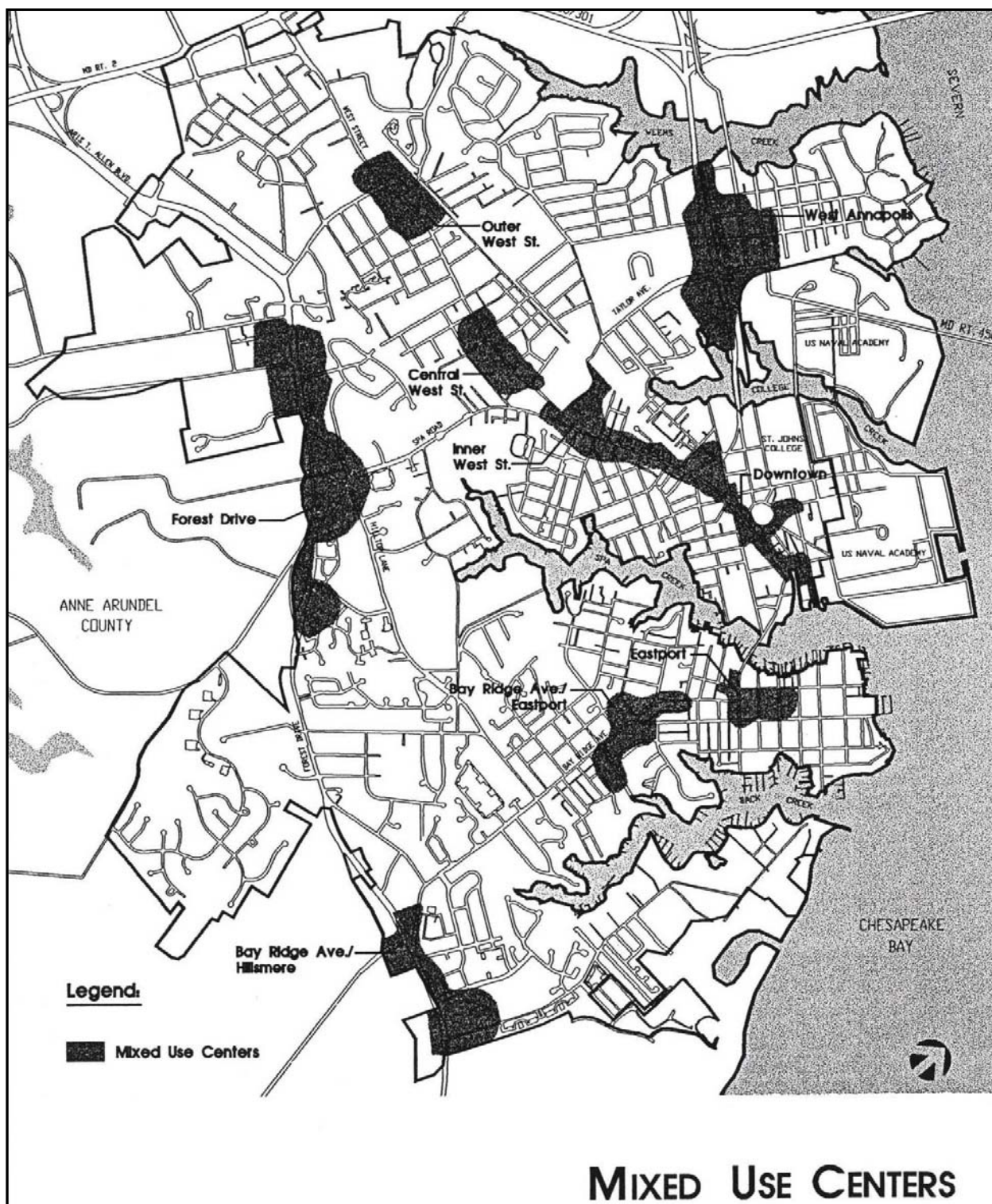
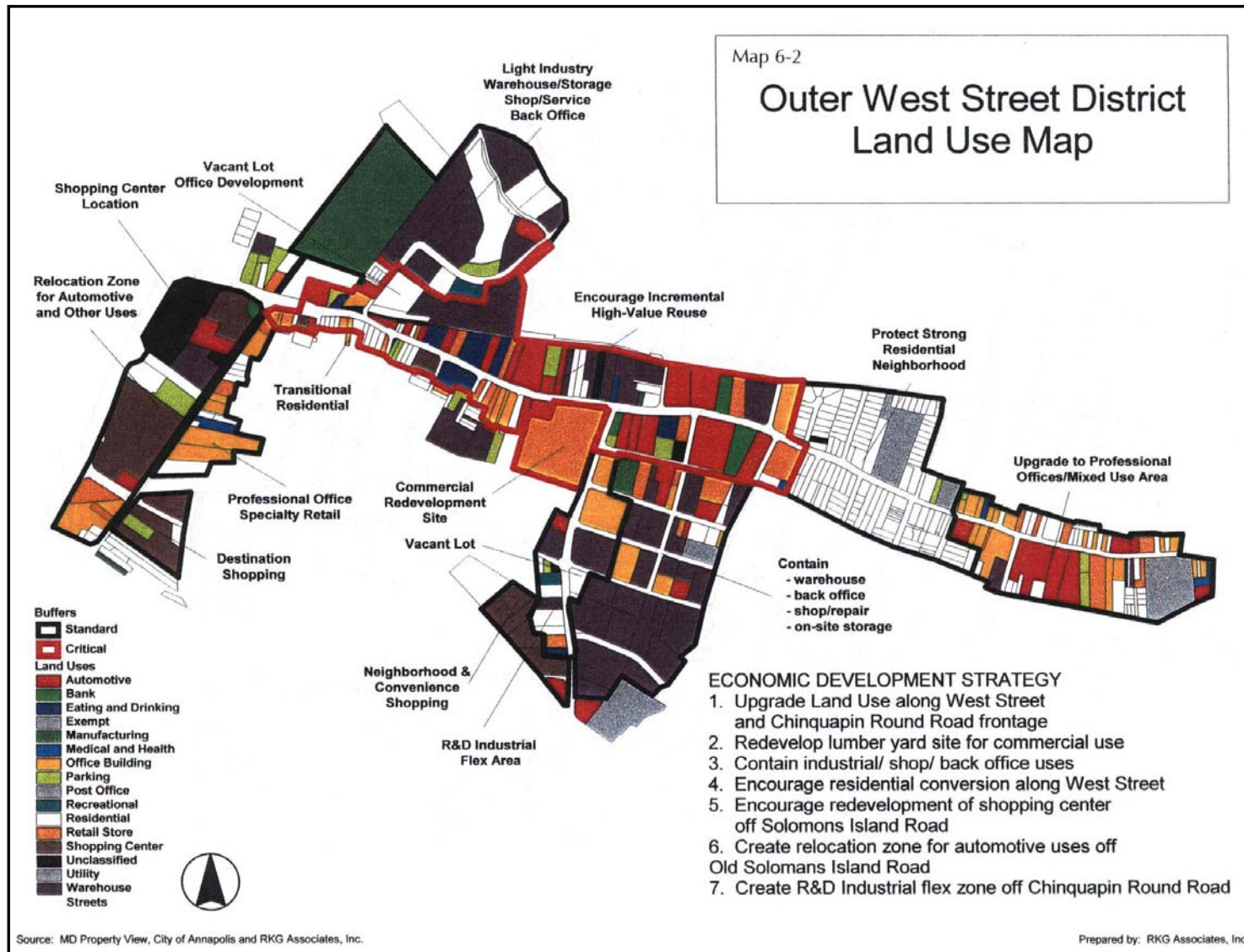


Figure 3-6 Outer West Street Strategy from 2000 Economic Development Strategic Plan



3.4 Development Character

Overall, the Outer West Street - Chinquapin Round Road Corridor has a low density automobile-dominated, strip commercial character, typical of post-World War II commercial corridors in many U.S. communities. Characteristics are:

- Relatively low density, dispersed pattern of uses.
- Parking in front of buildings close to the road.
- Older uses each with their own access drive or drives, resulting in multiple driveways and curb cuts (this is more the case on West Street than on Chinquapin Round Road).
- Undistinguished corporate-commercial architecture.
- Buildings with varying setbacks, some close to the road, some with deep setbacks creating an uneven streetscape.
- Little green space and limited landscaping.
- Multiple pole signs, and coupled with utility poles, contributing to clutter and exacerbating confusing driving conditions.
- Poor level-of-service (comfort) conditions for pedestrians and bicyclists.

Some parts of the corridor have better urban design conditions, in large part due to enhanced site development review by the City that began in earnest in the late 1980s, and by the special design provisions of the BCE zoning district. Examples include

- New buildings with styles and building materials closer to the vernacular architecture of Annapolis
- Consolidated access
- Bus shelters
- Sidewalk with buffer (albeit small)
- Landscaping
- Lower signage

These changes are making a difference but the amount of change is too limited to affect the overall character of the area.



Left: older strip commercial. Right, recent improved site design .

3.5 Surrounding areas

3.5.1 Neighborhoods

Areas and neighborhoods surrounding the Corridor are undergoing small, incremental changes, but are generally stable. The residential neighborhoods are concerned about encroachment of commercial uses, the impacts of commercial uses especially noise, and through traffic.

Northwest of the West Street - Chinquapin Round Road Corridor is a light industrial area between Hudson Street and Gibraltar Avenue. This area is zoned I-1. To the northeast, are residential areas on the east and west sides of Admiral Drive, backing up to Germantown Elementary School, and the Homewood neighborhood. These areas are zoned R2 and R3 (Figure 3-4).

East of the Corridor on the north and south sides of West Street are two parcels that serve as transitional areas between the Corridor and an older residential area to the east that includes the Annapolis library. The parcel on the north side of West Street contains townhouse offices, the Homewood Professional Center (zoned PT). The parcel on the south side of West Street contains a Goodwill store (zoned PM).

Southeast of the Corridor is a light industrial area (zoned I-1) between Legion Avenue and the west side of Edgewood Avenue. East of this area is the Forest Villa neighborhood.

West and southwest of the Corridor are several residential neighborhoods including Fairfax Road and Parole. Immediately west of these neighborhoods, the east side of Solomons Island Road contains a mix of office and service uses (zoned PM), while the west side is zoned BCE, part of the Corridor.



Left: Parole Street, entrance to the Parole community. Right: the Homewood professional center, zoned PT provides a good transition between the Corridor and the residential area to the east.

3.5.2 *Parole and Inner West Street*

Larger changes are occurring east and west of the West Street portion of the study corridor. East of the corridor, beginning at the intersection of West Street and Spa Road, Inner West Street is seeing significant development activity stimulated in part by the public investment in infrastructure including a traffic circle, parking garage and water and sewer upgrades, and utility relocations. Park Place is a proposed 11 acre \$150 million hotel, office, retail and residential development, scheduled to break ground in 2003. Other development is planned off the circle (see Section 3.6, Market).

West of the corridor, Parole has been the subject of much developer interest and planning activity by Anne Arundel County. The County designated Parole as one of three Town Centers in the County in the 1970s. Recent developer interest has focused on redeveloping Parole Plaza, into a large mixed-use development, but the County is revising the Growth Management Plan for all of Parole. The current draft plan (July 2002) calls for relatively intense development including, for central Parole, by-right building heights of 12 stories. Building heights in the blocks immediately adjacent to the City line would be four to six stories. The West Street roadway west of the City line is envisioned as an Urban Boulevard (four to six lanes with a median).

As surrounding areas plan, change, and position themselves for further change, an important question is what will happen to the Outer West Street – Chinquapin Round Road Corridor? Will it be the area just “in between” Inner West Street and Parole? Will it lose activity, market share, and vitality to these other areas? Or can it be a destination in and of itself, with its own particular character? This Plan is intended to provide answers to these questions.

3.6 **Market**

3.6.1 *Market Conclusions*

Based on the research and analysis in sections 3.6.2 through 3.6.5, the consultant team’s conclusions with respect to the market in the Outer West Street - Chinquapin Road Corridor are as follows.

General

- The Corridor has both opportunities and constraints for development. Opportunities include excellent access, proximity to the Parole Growth Management Area, and the development opportunities that accompany a popular city with a high quality of life. Constraints include limited vacant land, a lack of identity, vehicular congestion, and a complex development approval process. Furthermore, the local Annapolis community has expressed a strong desire to maintain Annapolis’ quality and style of life. This could include increased densities if a high degree of quality is maintained.
- The demographic overview shows a diverse local population with both a considerable contingent of affluent families and lower-income families.

- Development changes along the Corridor over the next five years (short-term) will be relatively limited because of the untested nature of the market, unknown competitive market opportunities in Inner West Street and Parole, and the unlikely change from automobile-oriented uses.
- Development momentum along the Corridor from projects like the proposed apartment project at the former Johnson Lumber site, Park Place, and Parole Plaza could increase longer-term mixed-use development potential by providing infill opportunities, especially if these important mixed-use projects prove successful. Such projects could serve as a model for mixed-use development in Annapolis, impacting the types of developments in the mid- to long-term throughout the entire Corridor.
- In the moderate-term (five plus years) all market segments are potentially strong. Developments, however, will depend heavily on allowable densities, the permitting process, success of projects currently planned or underway.
- The timing of infill and redevelopment opportunities in the longer-term could be substantially a function of the auto industry's future. Auto dealers and auto service companies are unlikely to relocate unless available land elsewhere is more advantageous (potentially the case along US 50 for example), or unless there is greater potential for reuse, thus increasing real estate values.

Residential Conclusions

- Annapolis as a whole has a strong housing market. Demand for housing is strong at all levels constrained mostly by available development sites. In the next 20 years, the City will likely become an attractive location for elderly people looking for a community which is attractive and where one can get around on foot or by via transit.
- More residential development could occur in the Corridor. However, with high land values (at least \$1 million per acre), traditional commercial corridor-type uses (e.g. auto services, gas stations, fast food restaurants, and convenience stores) will be the types of uses most able to compete for land in the Corridor, unless displaced by demonstrated successful absorption of relatively high-density residential projects (e.g., former Johnson Lumber site).
- Current Corridor land values of at least \$1 million per acre necessitate relatively high residential densities (a minimum of roughly 40 or more units per acre, assuming land and improvement value of \$1 million per acre and a unit sales price of \$150,000 or rental rate of approximately \$1,800/month plus utilities). Given sufficient density and adequately sized parcels, it is possible over time to introduce residential infill developments into the Corridor.
- The community has highlighted the desire to address the needs of all household income groups, making affordable housing an important issue. Given high land costs and current allowable densities, the prospect of additional "affordable" housing is unlikely without corresponding public support in the form of tax incentives, subsidies, and density bonuses.

Non-Residential Conclusions

- The Annapolis area regional retail market consists of tourist-related retail along Inner West Street, highway and automobile-oriented uses along Central and Outer West Street, and shopping centers and other regional retail uses in the Parole/ Annapolis Mall area.
- Office supply is currently greater than demand, as evidenced from surveys and vacancy rates. Until this existing surplus and planned office space development (e.g. Park Place, Inner West St., Parole, etc.) in more established locations are absorbed, demand for other types of development will take precedence in the Outer West Street – Chinquapin Round Road Corridor.
- Along much of the Corridor, there remains demand pressure for and potential expansion of auto-related uses, convenience stores, and pharmacies, which can support a relatively high land value (\$1 million or more per acre), in the near- and moderate-terms (next five years plus).
- Auto dealers and auto service companies are unlikely to relocate unless available land elsewhere is more advantageous (see above under General Conclusions).
- Although service and light industrial uses (e.g. the southeast quadrant of West Street and Chinquapin Round Road with auto repair; building supply; general contractors; etc.) may be less aesthetically pleasing than modern residential, office, or mixed-use developments, they provide a stable and significant contribution to Annapolis' economy and address the area's business and residential service needs.
- Greater real estate values along the Corridor as a result of increased allowable densities could lead, over a relatively longer-term (10 plus years) to consolidation of car dealerships with potential vertical, multistory operations and subsequent reuse of the excess land.
- Most entertainment type uses would like to locate downtown or in Inner West Street rather than in the Outer West Street Corridor.

3.6.2 Population and growth

The Outer West Street - Chinquapin Round Road Corridor is in a largely built up part of the City and Anne Arundel County, but the area continues to experience growth. Between 1990 and 2000 the population of the City and of the Annapolis Neck both grew by almost eight percent, though this was lower than Anne Arundel County's overall growth rate (14.6 percent). Through 2020, the Annapolis Neck area (including the City of Annapolis) is projected to increase in population by around six percent, a lower rate of growth than that experienced between 1990 and 2000 (Table 3-2)

Table 3-2 Population Change 1990 to 2020

Area	1990	2000	2020	Percent Change	
				1990 to 2000	2000 to 2020
Annapolis Neck	55,138	59,391	63,093	7.7	6.2
City of Annapolis	33,187	35,838	n/a	7.9	n/a
US Naval Academy	5,480	4,264	n/a	(22.1)	n/a
Remainder of Annapolis Neck	16,471	19,289	n/a	17.1	n/a
Anne Arundel County	427,239	489,656	552,700	14.6	12.8

Sources: Annapolis Neck Small Area Plan, drafts 1999, 2002; Maryland Department of Planning, 2002.

Between 1990 and 2000 the population age 65 and older in the City increased only slightly (by 216 persons) and the elderly share of the City's population fell slightly from 12.2 percent to 11.9 percent (Table 3-3). The Maryland Department of Planning projects a very large increase in the elderly population for Anne Arundel County: from 48,820 in 2000 to 119,691 in 2025, by which time the elderly would comprise 21 percent of the County's population compared to ten percent in 2000. The implications of this demographic shift to the elderly are also significant for the City.

Table 3-3 Population by Age 1990 to 2000

City of Annapolis						
Age	1990		2000		Change 1990-2000	
	Number	Percent	Number	Percent	Number	Percent
0-19	7,973	24.0	8,652	24.1	679	8.5
20-64	21,154	63.7	22,910	63.9	1,756	8.3
65 and Older	4,060	12.2	4,276	11.9	216	5.3
Total	33,187	100.0	35,838	100.0	2,651	8.0
Anne Arundel County						
Age	1990		2000		Change 1990-2000	
	Number	Percent	Number	Percent	Number	Percent
0-19	118,053	27.6	135,492	27.7	17,439	14.8
20-64	271,621	63.6	305,344	62.4	33,723	12.4
65 and Older	37,565	8.8	48,820	10.0	11,255	30.0
Total	427,239	100.0	489,656	100.0	62,417	14.6

Source: U.S. Census

3.6.3 Household characteristics

Segmentation data are another useful way to look at the market of an area from an investor or developer perspective. ACORN® Lifestyle Segmentation data describe socioeconomic qualities (income, age, household type, occupation, education, etc.) of a selected area. These descriptions are an important consideration when evaluating development opportunities in the near-term (next five years) and are used by retail/service establishments and residential developers in making site location decisions.

Table 3-4 summarizes segmentation data for three rings based on radii of one, three, and five miles from the intersection of West Street and Chinquapin Round Road. Area 1 includes the area within one mile of the intersection, a core market area from which a significant portion of corridor demand is drawn; Area 2 is the area located between the Area 1 boundary up to three miles from the intersection, constituting a primary market area for the corridor; Area 3 is the area located between the Area 2 boundary up to five miles from the intersection, constituting a secondary market area (Figure 3-7).

Table 3-4 Segmentation Data for Radii Around the Study Area (see Figure 3-7 for Radii map)

Households					
Area (noncumulative)*	2001	2006	Change	% Change	Annual % Change
1 Mile Radius	4,691	5,127	436	9.2%	1.84%
1 to 3 Mile Ring	17,554	19,034	1,480	8.4%	1.68%
3 to 5 Mile Ring	<u>17,584</u>	<u>19,458</u>	<u>1,874</u>	10.6%	2.12%
Total 5 Mile Radius	39,829	43,619	3,790	9.5%	1.90%

* Area within 1-3 mile ring does not include area within 1-mile ring.

Household Types*							
	Affluent Families	Down-town Residents	Up & Coming Singles	Upscale Household	City Dwellers	Retirement Styles	Young Mobile Adults
Study Area 1	43%	28%	15%	8%	6%	0%	0%
Study Area 2	28%	11%	6%	33%	0%	20%	1.5%
Study Area 3	73%	0%	5%	11%	0%	10%	1%
Total 5 Mile Radius	50%	8%	6%	21%	0.7%	14%	1.1%

*See Appendix 1 for descriptions.

Projected 2006 Income Data			
	1 Mile Ring	1 to 3 Mile Ring	3 to 5 Mile Ring
Per Capita Income	\$32,185	\$36,210	\$44,511
Amount Change from 2001	\$7,334	\$5,665	\$8,626
Median Household Income	\$61,674	\$62,057	\$84,991
Amount Change from 2001	\$8,740	\$3,390	\$8,758
Average Household Income	\$79,393	\$82,418	\$112,125
Amount Change from 2001	\$14,918	\$10,414	\$18,590

Income Growth Rates 2001 - 2006			
	1 Mile Ring	1 to 3 Mile Ring	3 to 5 Mile Ring
Per Capita Income	29.5%	18.5%	24.0%
Median Household Income	16.5%	5.8%	11.5%
Average Household Income	23.1%	14.5%	19.9%

Source: ESRI Business Information Solutions, 2002

Area 1 is comprised primarily of “Affluent Families” and “Downtown Residents.” This indicates a very bifurcated market with a relatively high portion of higher and lower income households, making marketing to the core area somewhat problematical. The primary market area (one to three miles) is more balanced with 51 percent of the households affluent or upscale.

The secondary market is dominated by these household groups, which constitute 84 percent of the households.

Area 1 has a relatively low per capita income at \$24,851 in 2001 compared to Anne Arundel County's average of \$32,000 and the state's average of \$31,600, illustrating the substantial portion of low-income residents despite a large "affluent" segment. Approximately 36 percent of households in the core area have household incomes under \$35,000 compared to 32 percent and 16 percent respectively in the primary and secondary market areas.

Figure 3-7 Segmentation Area Radii



3.6.4 Development Activity

Study area 1990s to present

Since the BCE zoning district was adopted in 1993 there have been limited changes along the Corridor. Most of the new development has been auto-related and warehouse (Table 3-5).

Table 3-5 Development in the Outer West Street - Chinquapin Round Road Corridor, 1993 to 2003

Name/Use	Type	New/Redevelopment	Location
Pep Boys	Car parts	New	West Street
Roof Center	Office/ building material	New	
Shurgard	Self Storage	New	
Severn Savings Bank	Bank	New	
Public Storage	Self Storage	New	
City Department of Transportation	Office/bus station	New	Chinquapin Round Road
Honda of Annapolis	Car dealer	New/Redevelopment	West Street
Acura, Audi, Isuzu	Car dealer	Redevelopment	
Jaguar-Land Rover	Car dealer	Redevelopment	
Exxon	Gas station	Redevelopment	
Dunkin Donuts	Fast food	Redevelopment	
McDonalds	Fast food	Redevelopment (two)	
Sunnys Surplus	Clothing	Redevelopment	Old Solomons Island Road

Source: ERM

Current proposed development

Four developments are currently proposed in the Corridor. As of May 2003, only one had received planning approval.

1. Office/retail building on Chinquapin Round Road at front of Gardner Center (permits approved).
2. 300 plus unit rental apartment development at the former Johnson Lumber site.
3. Auto service center Old Forest Drive north of the Gardner Center.
4. Auto service center on the VFW site on Chinquapin Round Road near Drew Street.

Overall, the City has been disappointed at the slow pace of change in the area. The site design and architecture of the new developments have been of higher quality than previously occurred in the corridor, but the amount of new development has been insufficient to change the overall character and feel of the corridor.

The proposed rental apartment development at the former Johnson Lumber site has received general support as a project that is consistent with the mixed use designation in the Comprehensive Plan, and also of sufficient size and scale that it could stimulate broader positive change in the Corridor.

Areas near the Study Area

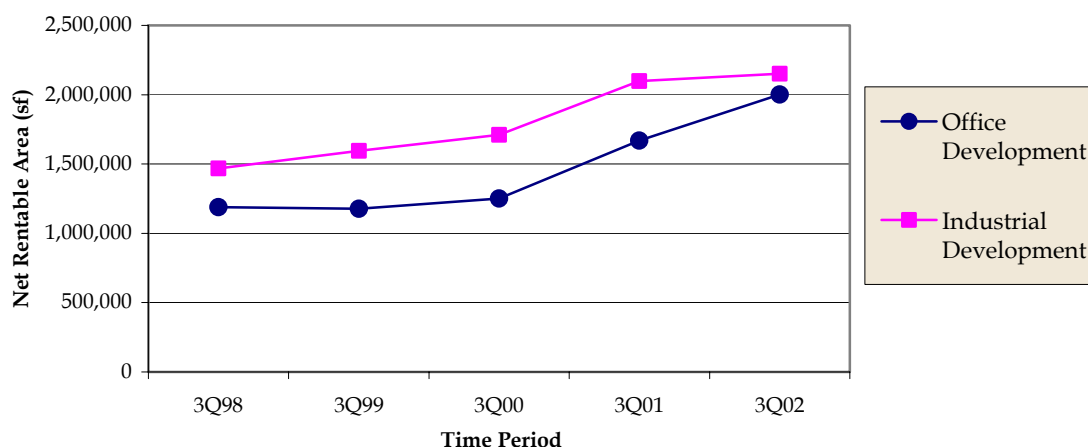
Areas near to the corridor, within the last few years, have experienced and are expected to experience substantial development. Table 3-6 lists major development projects that have recently been completed or that are planned.

Table 3-6 Development Projects Near the Outer West Street - Chinquapin Round Road Corridor, recent and planned

Knighton Property – Between Colonial and South Gate avenues, the West Village Corporation is building retail on the first floor and residential on the second floor. This project is expected to anchor the small retail development along that part of the West Street corridor.
Park Place - 11-acre site, \$150 million development, to include 50,000 SF mix of shops, two office buildings, and 200 condominium apartments on Westgate Circle. Also includes a 225-room hotel and possibly a performing arts center.
115 West Street – A new 20,000-square-foot office building at Lafayette and West streets, offering 1,200 square feet of first floor retail. The property is owned by Phil Dunn of Herrmann-Dunn Real Estate, who also own 30 West Street, which was the Middleton Art Gallery and is now Herrmann Advertising. Dunn was the developer of the Loews Hotel and an office building at 151 West Street which houses the Chamber of Commerce.
Annapolis Commerce Parks – The Bernstein Companies recently renovated 234,000 square feet of flex and industrial space spread over 5 buildings on Bestgate Road directly across from the Annapolis Mall. Rates range from \$8-\$14 per square foot for warehouse space to \$14-\$18 per square foot for flex and office space.
Annapolis Exchange Business Park – A 120,000-square-foot Class A office building, constructed by Constellation Properties. Companies that have signed leases in Annapolis Exchange include Nationwide Insurance (25,000 s.f.), RGII Technologies (12,500 s.f.), SAIC (12,500 s.f.), Hannon Armstrong (5,000 s.f.).
Anne Arundel Medical Center - A 250,000 square foot care facility featuring 221 private rooms, an 18-bed critical care unit, 10 surgical suites and a state-of-the-art Emergency Department carefully designed to provide privacy for patients and their families. The hospital opened in December 2001 at 2001 Medical Parkway, Annapolis MD
Parole Plaza – eventually should become an urban design complex that could include a mix of uses, like a hotel, private residences, and entertainment and retail venues.
Bloomsbury Square – A public housing complex in Annapolis. The State-funded \$7.6 million development will replace the 61-year-old public housing neighborhood now located adjacent to the Annapolis State Office Center. The new development will be built on a three-acre surface parking lot located between St. John's College and Rowe Boulevard and will include 52 all-brick townhomes and apartments, and a new community center. The project will also clear the way for expansion of the Lowe House Office Building.
Kaiser Permanente - Announced in October of 2002 that it would open a new 16,000 square foot medical center at 888 Bestgate Road adjacent to Annapolis Mall.
Loews Annapolis Hotel – A new 217 room hotel with conference rooms at the entrance to Historic District within walking distance of the Naval Academy
MIE's Class A Office Building – MIE Properties in the Spring of 2002 completed a 130,000 square foot Class A office building in Annapolis, across from the Annapolis Mall on 888 Bestgate Rd.
Nationwide Insurance – consolidated Jennifer Rd. facility in Annapolis and a facility in Bowie to a location at the Annapolis Exchange
O'Callaghan Hotel Annapolis – A new 120 room hotel with conference center located next on Inner West Street
Severn Savings Bank Headquarters – Across from Park Place, a 60,000 square foot office building developed by Alan Hyatt, president of Severn Savings Bank. Retail occupies the first floor and the bank's headquarters are above.
Sheehy Lexus of Annapolis Plans to relocate its auto dealership and showroom to Ferguson Rd. in Annapolis from Riva Rd. in Fall of 2003.

Between 2000 and 2002, net rentable office space in the Annapolis market, much of which has occurred along or proximate to the corridor, increased from 1.25 million square feet to 2 million square feet, or by 38 percent. During the same period, industrial space increased from 1.7 million to 2.15 million square feet, or by 21 percent (Figure 3-8).

High demand for Class A office space led to high average lease rates in Annapolis (\$22.88 per net square foot), but the increase in supply in addition to a less robust local economy has led to higher near-term vacancy rates, especially in non-Class A office space.

Figure 3-8 Annapolis Office and Industrial Development¹

¹ Annapolis market area as defined by CB Richard Ellis; includes nearby areas such as Parole.
Source CB Richard Ellis, 2003

3.6.5 Stakeholder Observations and Expectations

The study team interviewed selected commercial business and property owners, developers, realtors, economic development personnel, and City, County, and State officials in order to gather local knowledge regarding development potential along the Corridor (see Appendix B for list of interviewees). Observations and expectations from these interviews are as follows:

- Stakeholders expect continual growth and reinvestment in existing auto oriented and service activities along the Corridor.
- As development opportunities are satisfied on Inner West Street, there will likely be pressure for similar office, commercial, and residential development on outer West Street.
- No significant changes of development types are expected in the near term (five years)
- Strongest demand is for fast food restaurants, automotive sales and services, which tend to locate proximate to each other and to other industrial uses.
- In the longer term (10 plus years), as West Street becomes more developed, stakeholders expect more mixed-use projects and less industrial and manufacturing development, provided the permit process and zoning regulations allow for such development.
- There is a perceived lack of affordable housing, which could ultimately lead to gentrification pressures.
- Current untested demand for residential space, especially multifamily housing would continue. This could stimulate retail development since retail is an added community amenity and retailers seek concentrated populations.
 - General agreement that first floor retail with 2 to 4 floors of residential or office space above could work well on West Street over time (five plus years).
 - Parking was cited as a potential concern for housing in the Corridor; structured parking would be critical to successful street-front residential development.

- Land costs are currently too high (\$1 million/acre) to make residential developments (e.g. townhouses, condominiums, etc.) viable without increased density or government subsidies.
- A number of developers estimated that residential developments could need to be as high as five stories in order to justify land costs. In order for residential development to occur, density would need to be vested, the approval process enhanced, and the market successfully tested before longer-term demand (10 years plus) could be supportive of this intensity.
- Earliest development opportunities will take place where there is likely land availability, such as the former Johnson Lumber site on Chinguapin Round Road, and at Parole Town Center.
- General agreement that entire corridor would be able to take advantage of demand if appropriate policies/zoning were in place.
- Stakeholders mentioned the development review process most frequently as a key to desirable development. It was generally agreed that permit processing and turnaround time for approval take too long.



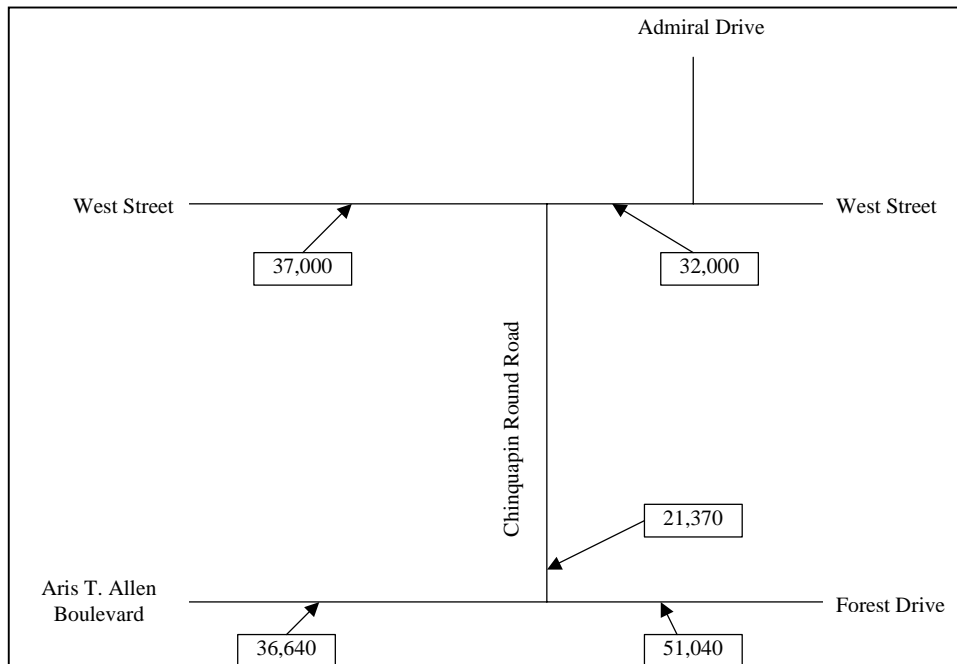
Chevy Chase Cars, Bethesda. Land values would have to be extremely high, as in Bethesda, to warrant vertical storage for cars.

3.7 Transportation and Traffic

The West Street and Chinquapin Round Road corridors are both very important roadways in the City of Annapolis. Figure 1-1 indicates their location with respect to other major City and Anne Arundel County roads. West Street extends from Defense Highway (MD 450) in Anne Arundel County to downtown Annapolis. Its width varies from two lanes in downtown Annapolis to four lanes undivided west of Chinquapin Round Road. This corridor will remain the principal east-west roadway through the City and continue to serve both locally generated City traffic and new traffic generated by anticipated new and redevelopment to the west in Parole Anne Arundel County.

West Street carries approximately 35,000 vehicles per day (VPD) and Chinquapin Round Road carries approximately 21,000 VPD (Figure 3-9).

Figure 3-9 Corridor Daily Traffic Volumes



Sources: SHA for West Street. Other counts from Kellerco, based on, February 1, 2003 peak period turning movement counts by Wells & Associates, and using PM peak hour volumes as 10 percent of the daily volumes.

3.7.1 Key traffic issues

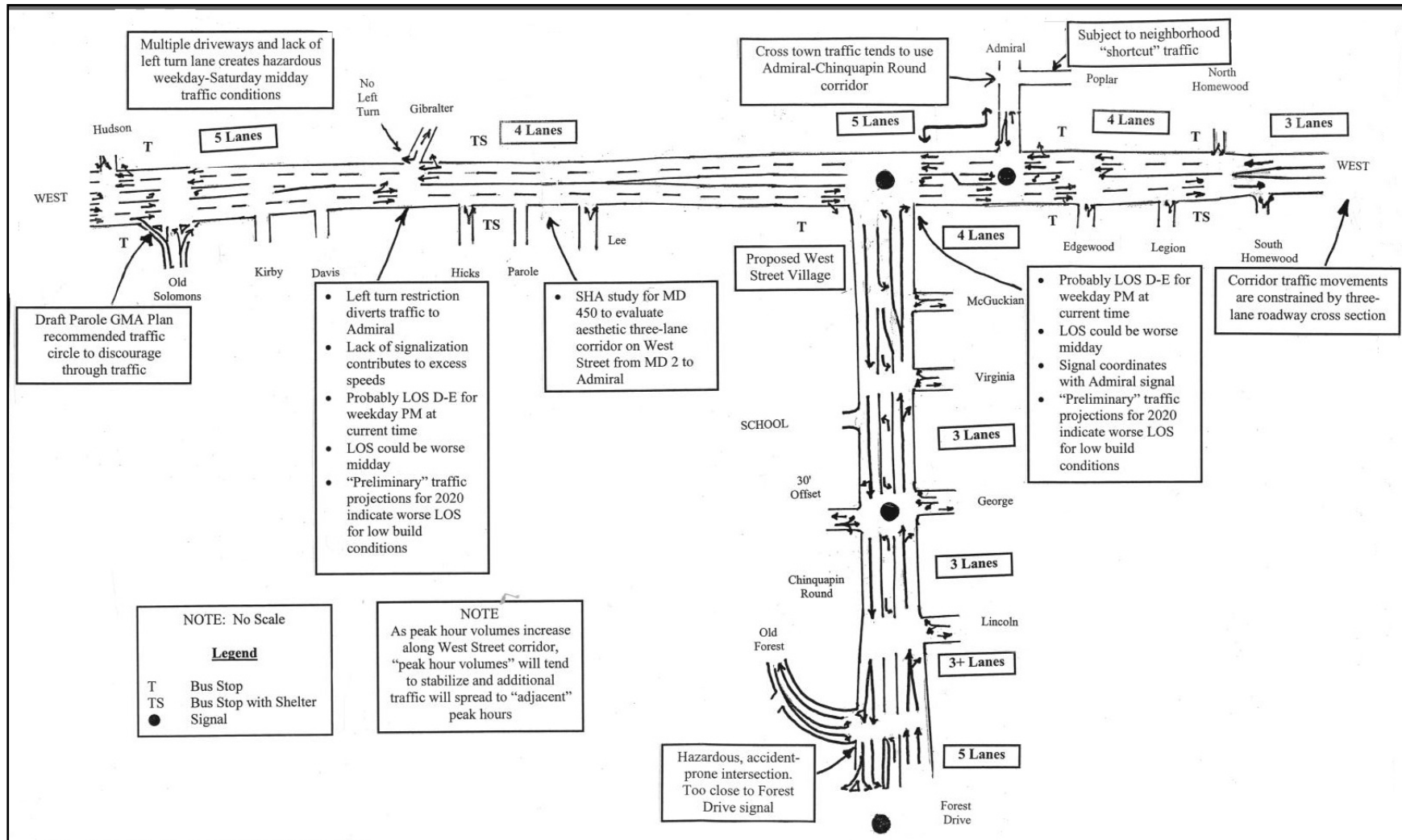
Key traffic issues for the Corridor are as follows (see also Figure 3-10):

- **Peak period congestion** at key intersections: West Street – Chinquapin Round Road; Admiral Drive – West Street, and West Street – Gibraltar Avenue. Volume to capacity ratios are between 73 and 86 percent in the p.m. peak period.
- **Lack of left turn lanes** resulting in weaving to get into free-flowing lanes, dangerous turning movements, and numerous rear-end accidents.
- **Multiple curb cuts and access drives** contributing to dangerous driving conditions.
- **Poor aesthetics:** visual clutter; lack of landscaping; poor sidewalk conditions; parking or storage close to the road; inconsistent streetscape with varying building setbacks (30 to 150 feet); and inconsistent site layout in terms of location of buildings, parking, drives, and signage.
- **Poor conditions for pedestrians and bicyclists:** narrow, discontinuous sidewalks (four feet wide where they exist, but sections with no sidewalk at all); lack of crosswalks; narrow or non-existent sidewalk buffers; no bicycle lanes; and multiple curb cuts especially along West Street making walking hazardous and contributing to a high accident rate, see next bullet.



Left: Lack of sidewalk buffers and multiple curb cuts make walking unpleasant. Right, bicyclists are common on West Street despite the poor bicycle level-of-service (measured as a function of lane width and traffic volumes especially trucks). The sidewalk buffer in this part of the Corridor east of Admiral Drive improves pedestrian level-of-service.

Figure 3-10 Corridor Traffic Issues



Source: Kellerco.

- **High accident rate.** According to the SHA, between January 1999 and December 2001 there were 174 police-reported accidents on West Street between MD 2 and Admiral Drive⁶. The following collision types exceeded the statewide average rate: rear-end, left turn, angle, and pedestrian. Overall, the accident rate was 569.8 accidents per 100 million-vehicle miles of travel compared to the statewide rate of 307.7 for comparable roads. Although higher than the average, the accident rate is not high enough to include the corridor on the state's list of Candidate Safety Improvement Locations⁷. However, the high rate does indicate the need to reduce the rate through improved design conditions. The SHA attributes the high rate to the number of closely spaced intersections and the high traffic volumes.

3.7.2 Key Intersections

Four important intersections are located on West Street in the study area:

1. Admiral Drive – West Street
2. West Street – Chinquapin Round Road
3. West Street – Gibraltar Avenue
4. Old Solomons Island Road – West Street

While locations 1, 2 and 4 are signalized, location 3 is not and has a left turn restriction from Gibraltar Avenue to east on West Street. The off-set intersections of Admiral Drive and Chinquapin Round Road carry much north-south traffic moving between the City's Aris T. Allen Boulevard/Forest Drive corridor and the Jennifer Road/Bestgate Road corridors in Anne Arundel County. The amount of traffic making this movement will likely be reduced when MD 2 is extended north to Jennifer Road (Bestgate Road). This will be accomplished as part of an SHA project to upgrade the currently partial interchange at MD 2 US 50 (allowing all traffic movements except westbound US 50 to southbound MD 2).

West Street and Chinquapin Round Road are both bus transit corridors and also serve bicyclists and pedestrians. Pedestrian and bicycle traffic is currently low, in part due to the inhospitable conditions, but both streets potentially could carry much higher volumes given the draw of the commercial and employment uses and the nearby residential neighborhoods.

Concurrent with this Land Use Analysis, the SHA has been conducting a feasibility study of creating a gateway or defined entrance to the City on West Street between MD 2 and Chinquapin Round Road¹. The SHA is testing different types of street sections (lane configurations, medians, circles) to determine which ones best accommodate both future traffic needs and aesthetic interests.

⁶ Feasibility Study MD 450 (West Street) from MD 2 to Chinquapin Round Road, Prepared for MD SHA, May 2003.

⁷ Memo from SHA Regional and Intermodal Planning Division, prepared for MD 450 Feasibility Study, February 12, 2003.



Corridor Roadway Conditions

Top: Dangerous conditions for pedestrians (Near Hicks Avenue).

Center: Looking east to intersection of West Street and Gibraltar Avenue, where there is no left turn lane. No sidewalk on north side.



Bottom: car storage close to the road detracts from Corridor aesthetics. Lack of sidewalk buffers exposes the pedestrian to noise and danger.



Section 4 Land Use Recommendations

4.1 Land Use Concept

This section makes land use recommendations for the Outer West Street - Chinquapin Round Road Corridor. The recommendations are centered around a “land use concept”, which translates goals and visions into a map showing the land uses that the City would like to see in the future in different parts of the corridor. The map is a guide for plans, policies, and regulations that the City would adopt in order to guide land use change towards achieving the concept. The future time frame for achieving the concept is long-term: 10 to 30 years. The land use concept divides the corridor into four land use categories (Figure 4-1).

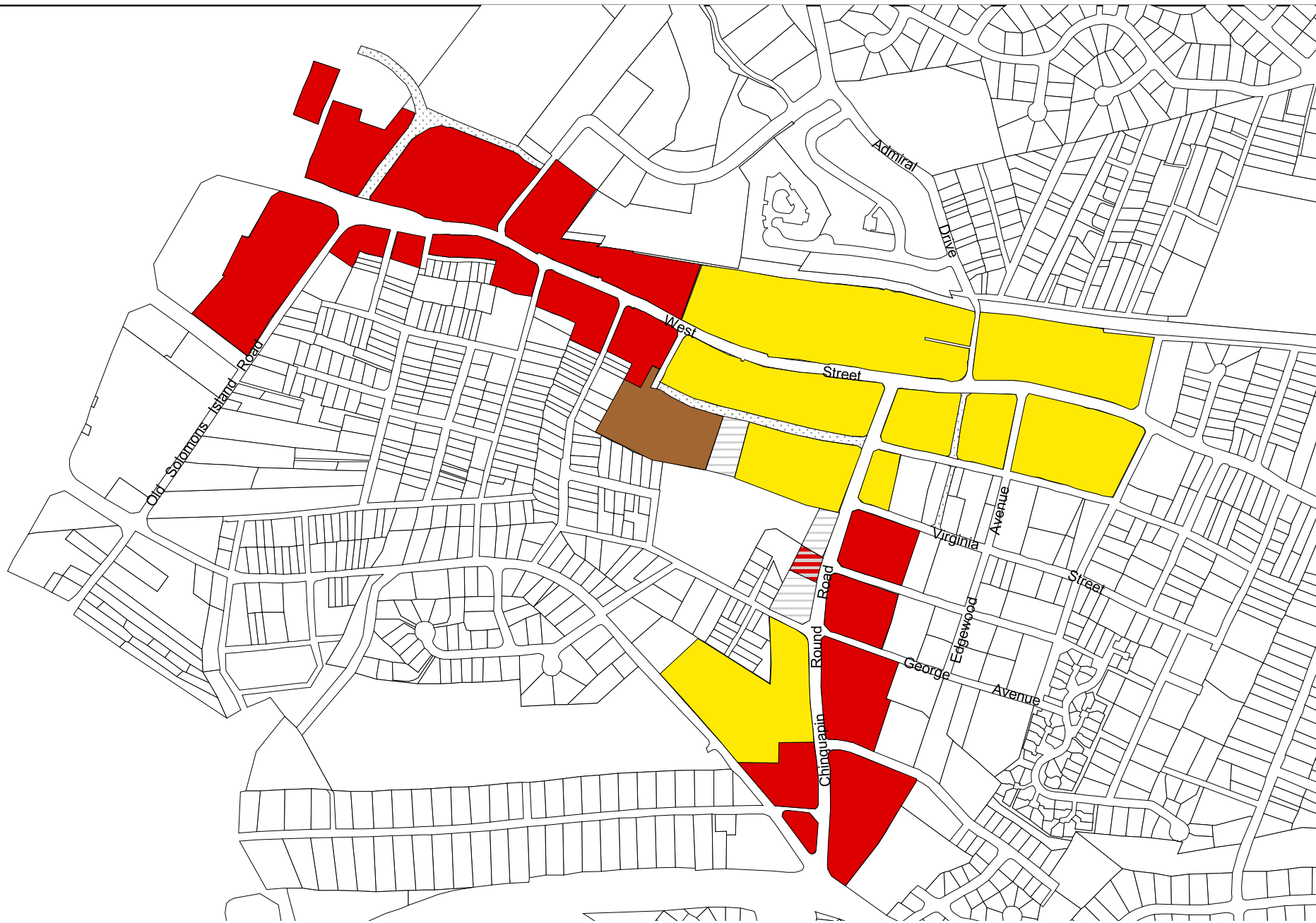
The concept centers on creating two Business Corridor Mixed Use areas, i) around the intersection of West Street and Chinquapin Round Road, and ii) the area between Drew Street and Lincoln Drive. Over time, these areas would develop with a mix of community retail, office, and high-density residential uses in a high quality, well-designed urban environment. Outside the Mixed Use areas, most of the corridor will remain in retail and service use. In these areas, improvements will continue be made, incrementally, over time, through private and public investments, so that these areas function better, especially with respect to traffic, and become safer and more attractive, consistent with the vision for the corridor as a whole.

The land use concept is more than a simple wish list. It is developed by weighing the vision and goals (set forth in Section 2) against a broad range of factors discussed in Sections 2 and 3, including existing land uses, surrounding land uses, likely susceptibility to change, market feasibility, property parcel configuration, property ownership, and existing and future transportation access.

The land use concept is supported by zoning, urban design, transportation, economic development, and neighborhood preservation recommendations. These are described in Section 5. New roads are also shown on Figure 4-1).

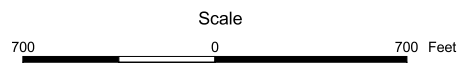
i. Business Corridor Mixed Use

The land use concept designates two large parts of the Outer West Street - Chinquapin Round Road Corridor as Business Corridor Mixed Use: i) the area north and south of West Street between Lee Street and Legion Avenue, and ii) the area on the west side of Chinquapin Round Road between Drew Street and Lincoln Drive (Figure 4-1).



Legend:

 Retail and Service	 Retail/Service/Institutional
 Business Corridor Mixed Use	 New Roads
 Residential	
 Institutional	



City of Annapolis
Outer West Street-Chinquapin Round Road
Land Use Study
Figure 4-1
Future Land Use Concept

This designation is designed to encourage these areas to develop into more of a mixed use character consistent with the corridor vision, the goals of the City's Comprehensive Plan and the City's economic development strategy. The two areas were selected on the basis of: i) their perceived susceptibility to change based on current land use and/or development intensity, and ii) their potential for redevelopment based on parcel size, ownership, and configuration. Larger parcels in single ownership are easier and therefore more likely to redevelop than smaller parcels in multiple ownership. In addition, land currently used for auto dealerships have large areas used for parking and storage that and would be easier to redevelop compared to parcels with multiple buildings. Consistent with the principles set out in the City Comprehensive Plan, mixed use centers should have the following characteristics:

- A mix of uses, including community retail, office and higher density residential than the surrounding area. The mix could include different uses located next to each other and/or together in a single building (e.g., residential apartments over ground floor retail).
- Urban design amenities, such as pedestrian facilities, public spaces, and planting to create recognizable pedestrian-friendly centers.
- Where possible, community-serving facilities, such as schools, recreation centers, or fire stations, should be part of the mix of uses.
- Convenient vehicular, pedestrian/bicycle, and transit access.

As noted in Section 3, large scale change in these areas is not expected in the short term given the relative strength of the current auto-oriented land uses, high land values, lack of alternative locations for auto-oriented land uses, and current untested demand for residential use in the Corridor. The purpose of designating these areas mixed use now is three fold:

1. Signal to property owners, investors and developers what the City's long term goals for the area are;
2. Position the area for mixed-use redevelopment by putting the zoning in place ahead of development, thereby giving property owners, investors and developers additional development options to consider when real estate values increase or when changes occur in the auto industry; and
3. Signal to the public sector (City and State) what the City's long term goals for the area are, so that public planning and investments (roads, streetscape, utilities etc.) support these goals.

Section 4.2 describes a scenario for redevelopment of the block bounded by West Street, Chinquapin Round Road, McGuckian Street and Legion Avenue. A new zoning district is envisioned to facilitate mixed use development in the designated area, see Section 5.

ii. Retail and service

There are two retail and service areas. The largest area extends from approximately Lee Street west to the City line. The second area is south of Virginia Street to Aris T. Allen Boulevard.

Major change in the type and configuration of land use is not expected in these areas. The areas are nearly fully developed, largely with relatively recent development that is not susceptible to change. Parcel sizes are generally small and have limited depth, especially along West Street.

The parcel configuration and multiple ownership pattern allows limited opportunities for parcel consolidation, intensification, and/or major redevelopment.

The market analysis finds that demand for the type or retail and service uses in these areas (auto-related businesses, fast food restaurants, banks, food stores, nursery) will remain strong along and proximate to the Corridor in the near-term. Although these uses may be less aesthetically pleasing than modern residential, office, or mixed-use developments, they provide a stable and significant contribution to the Annapolis' economy, address the area's business and residential service needs, and help support the economy and quality of life in Annapolis.

For these areas, the Study recommends a general continuation of existing policies and regulations under the BCE zoning district. Under these policies and regulations, improvements will be made to sites and to the West Street streetscape incrementally over time as land is improved and redeveloped. As noted in Section 3, incremental changes have occurred over the last few years and have begun to make positive changes in the overall appearance of the Corridor.

Specific Retail and Service Areas

Shopping center south side of West Street at Old Solomons Island Road (Rite Aid, Trak Auto). This center is highly visible and occupies one of the larger parcels at this end of the Corridor. The center is old. Redevelopment would offer the opportunity to make significant improvements to aesthetics and access, but susceptibility to change appears to be low.

Area between Reidsville Street and West Street south of Gibraltar Avenue. This is an area of approximately ten small, narrow lots with older buildings. Some are still in residential use and a few are occupied by small businesses (pest control, appliance repair). These buildings are no longer suitable for residential use because of noise and traffic. Redevelopment into commercial use is very difficult because of the lack of depth (approximately 80 feet) and fragmented ownership. Expanding the BCE area to the south would be undesirable as the area to the south is a stable, residential area.

As the buildings on the 10 lots continue to age, they may become a blighting influence on the rest of the Corridor. It may ultimately be in the public interest to acquire some of these lots, possibly in conjunction with a road improvement. The West Street-Gibraltar Avenue intersection lacks a dedicated left turn lane from West Street onto Gibraltar, resulting in a failing level-of-service and dangerous traffic conditions due to weaving. Improving this intersection may require additional right-of-way, which could be obtained by acquiring the lots from the Reidsville Street side of West Street. The lots appear to be deep enough that excess land not needed for the road might be used for an entrance feature or pocket park to benefit the Parole community. The feature or park could highlight or interpret Parole's history.

During preparation of this study there was discussion with the Steering Committee and with the SHA about a traffic circle as part of the SHA's feasibility study for creating a gateway or defined entrance to the City on West Street. Most interest in a circle has focused on the West Street- Old Solomons Island Road intersection because of its proximity to the City line and the large existing pavement area. However, the West Street-Gibraltar Avenue intersection should also be considered a candidate, especially for the additional community benefits that would

accrue from acquiring the lots between West Street and Reidsville Street where a small community park might be created in association with a traffic improvement.

Parcel on Chinquapin Round Road between the City Department of Transportation and the entrance to Mills-Parole Elementary School. This parcel is likely to remain in retail/service use because of its size (currently it is car repair and a bike shop). However, as it is located between two public uses, the land use concept shows it as having potential future institutional use. This parcel is designated Retail/Service/Institutional on the land use concept map, Figure 4-1.



Looking southeast at the 10-lot area between Reidsville Street and West Street south of Gibraltar Avenue.

iii. Residential

A small area at the south end of Lee Street, part of which backs up to Mills Parole Elementary School is designated residential on the land use concept. This area is currently occupied by auto repair and detailing, and warehouse and office uses (Annapolis Produce). These uses appear to be stable and, like the auto-oriented uses on West Street, not susceptible to change in the short term. In the longer term, however, because their access is poor relative to parcels on main roads (the only access is via Lee Street), their value for commercial use may be lower than for higher density residential use. Conversion to residential use would be more compatible with the existing residential and school uses to the west and south and with the proposed residential use to the east (on the former Johnson Lumber site). The road extension of McGuckian Street to Lee Street proposed in this plan (see Section 5-3) would provide better access to these parcels for residential or commercial use.

No change from the current BCE zoning is recommended for this area, other than to allow townhouse units as a permissible use in the district (multi-family units were added to the list of permissible uses in 2002 under O-27-02). This action would *facilitate* redevelopment as residential rather than *require* it by rezoning the area as residential, which would make the current uses nonconforming in terms of zoning.

iv. Institutional

The land use concept recognizes institutional uses within the Study area. These are the City Department of Transportation building on Chinquapin Round Road, and the Mills Parole Elementary School entrance and tennis courts. No new institutional areas are designated, although the concept does recognize the potential desirability for the parcel between the Department of Transportation building and the Mills Parole Elementary School entrance to change to institutional use.



*Institutional uses
include the City
Department of
Transportation
building on
Chinquapin Round
Road.*

4.2 Redevelopment Scenario for Business Corridor Mixed Use Area

Mixed use is a desirable concept. Will it work in the Outer West Street - Chinquapin Round Road Corridor? To test the concept, the consultant team analyzed a development scenario for the blocks bounded by Chinquapin Round Road, West Street, Legion Avenue and McGuckian Street. The scenario does not attempt to determine what land uses are most likely to occur; that is discussed under Market in Section 3.6 of this study. Rather, the scenario was developed to test potential land uses from different perspectives (urban design, market, fiscal, and traffic) and to form the basis for land use and regulatory recommendations.

Figure 4-2 shows a 2000 aerial of the area and also the redevelopment scenario. The scenario takes the two existing blocks and creates a third block by extending Admiral Drive south to McGuckian Street. Existing buildings in the area total 71,200 square feet (Table 4-1).

Table 4-1 *Redevelopment Scenario, Existing Uses*

	Square feet
Car sales (Tate, Adams, Audi, Acura)	39,550
Auto service (Tate, Acura)	1,650
Restaurant (Crab Cake Factory)	2,925
Bank (Annapolis Bank and Trust)	2,800
Retail (front of Rainbow Cleaners)	2,247
Warehouse (Rainbow Cleaners)	21,328
Hair salon (Your Hairs Best Friend)	700
Total	71,200



Looking southeast at the car dealerships east of Edgewood Avenue, part of the area considered in the redevelopment scenario.

Figure 4-2 Redevelopment Scenario for blocks bounded by Chinquapin Round Road, West Street, Legion Avenue and McGuckian Street





The redevelopment scenario comprises 82 multi-family dwelling units, 79 townhouse units, 27,450 square feet of retail, 124,000 square feet of office, and 789 parking spaces, in three blocks (7.8 acres) running west to east between Chinquapin Round Road and Legion Avenue (Table 4-2). Again, note that the scenario incorporates an extension of Admiral Drive south to McGuckian Street, thereby creating blocks 1 and 2. Building and parking details for blocks 1 and 2 are shown in Table 4-3.

Table 4-2 *Redevelopment Scenario, Uses*

	Block 1: Chinquapin to new road – Admiral extended south to McGuckian	Block 2: Admiral extended east to Edgewood	Block 3: Edgewood to Legion	Total
Gross acres	2.1	1.6	4.13	7.83 acres
Multi-family (units)	82	0	0	82 units
Townhouse (units)	0	0	79	79 units
Specialty retail (sf)	7,200	20,250	0	27,450 sf
Office (sf)	24,000	80,000	0	124,000 sf
Parking (spaces)				
Required	239	367	158	764
Provided	337	294	158	789
Open Space	6,600 sf (7.2 percent of block area)	7,350 sf (10.5 percent of block area)	13,100 sf (7.3 percent of block area)	27,050 sf (7.9 percent of 3-block area)
Residential density (dwelling units/acre)	Approximately 53	n/a	Approximately 19	
Building height	Five story	Four story	Four story	
Floor Area Ratio	1.27	1.43	n/a	
Lot Coverage	Not calculated – close to or exceeding 80 percent for Blocks 1 and 2			

Redevelopment Scenario Conclusions

Urban design

The scenario shows that different kinds of mixed use development consistent with the City's comprehensive plan could be built in the designated area. The scenario includes different uses located both next to each other and together in a single building, urban design amenities, and convenient access by all traffic modes. Further, the development is integrated into the surrounding urban fabric; siting buildings and uses at intensities that take into account and respect existing adjoining uses.

Density. The scenario shows that higher density residential than the surrounding area is needed for financial viability. Preliminary plans for the former Johnson Lumber site redevelopment had a density of 54 dwelling units per acre. The scenario for Block 1 has a

density of 53 dwelling units per acre. Townhouse uses at 19 dwelling units per acre (Block 3) do not appear to be financially viable at this time (see below under Market).

Table 4-3 Redevelopment Scenario, Building and Parking Details for Blocks 1 and 2¹

Block 1: Chinquapin to new road – Admiral extended south to McGuckian)	Buildings	Parking Required	Parking Provided
Building 1.	Five story. 50 multi-family units	75 (1.5 per unit)	90 (1.8 per unit)
Building 2	Ground floor retail 7,200 sf	36 (1 per 200 sf)	36
	32 multi-family units above	48	58 (1.8 per unit)
Building 3	Four story office 24,000 sf (6,000 sf footprint)	80 (1 per 300 sf)	80
			Total provided for uses = 264
Garage			312 (4 story x 78)
Total parking		239	337 (312 in garage, 25 on-street
			73 excess spaces provided (337 in garage less-264 spaces provided for uses)
Block 2: Admiral extended east to Edgewood			
Building 1	Ground floor retail 22,250 sf	101	54
	Three floor office above 60,750 sf	202	
Building 2	Four story office 24,000 sf (4,800 sf footprint)	64	
Garage			240 (5 floor x 48, one floor below ground)
Total Parking		367	294 Excess spaces on block 1 to meet need.

¹ Detail not provided for Block 3 which has townhouse units with garage or alley parking.

Intensity. Structured parking will need to be an integral part of mixed use development in this Corridor. Land costs are so high that surface parking takes up too much land area, leaving little development area for buildings. Without structured parking, the only types of new uses able to cover the land costs are fast food restaurants, gas stations, pharmacies, and convenience stores (see Section 3.6). Structured parking is expensive to build requiring relatively intense

development to support it. Incorporating structured parking (four and five stories), the scenario achieves Floor Area Ratios of 1.27 on Block 1 and 1.43 on Block 2⁸.

Open Space. Open space is an important element of mixed use centers, but with high land costs open space is expensive. The scenario achieved approximately seven percent open space (Figure 4-2).

Market

A strong market does not exist today for any of the scenario uses. As noted in Section 2.6, the scenario relies on existing uses choosing to relocate or land values increasing to such an extent that redevelopment becomes an attractive option. Neither of these situations exists today. If anything, auto-related businesses are further consolidating in the Corridor in spite of the less than ideal access conditions.

Of the types of uses depicted in the scenario, the market for multi-family residential, as shown on Figure 4-2, Block 1, appears to be the strongest. The multi-family residential market is currently very strong in Annapolis, with high demand, very low vacancy rates, and little new product coming to the market. The proposed redevelopment of the former Johnson Lumber site as an apartment development is indicative of this market strength, to the extent that the developer is risking an untested market (i.e., introducing residential into the Outer West Street – Chinquapin Round Road corridor). If redevelopment of the Johnson Lumber site is successful, additional developer interest will likely follow.

Introduction of townhouse units does not appear to be financially viable. The scenario, as shown on Figure 4-2, Block 3, sited 79 units on 4.13 acres for a gross density of 19 dwelling units per acre. Research and feedback from interviewees indicates that land value and improvements cost a minimum of \$1 million per acre along West Street Study Corridor (see Appendix B). For a 4.13 acre parcel of land (Block 3) the land cost would be \$4,130,000. With roughly 77 units, for land alone each unit would cost approximately \$53,600 ($\$4,130,000/77$) since land, as a rule of thumb, is typically 15 to 20 percent (mid point 17.5 percent) of the total sales cost. As a result, the expected cost of each unit would be in excess of \$300,000 excluding any premium related to the cost of structured parking costs or higher density construction. The Outer West Street corridor is not yet ready for \$300,000 townhouses.

If the market is weak and the City wishes to spur development and redevelopment, a number of incentives are available for the City's use including tax incentives such as Tax Increment Financing (TIF), density bonuses, and an accelerated review process (see Section 5.4).

⁸ FAR is the ratio of building square footage to the areas of the site. FAR of 1.5 on a 1 acre (43,560 square foot) site would permit 65,340 square feet of building ($43,560 \times 1.5 = 65,340$). In Annapolis in most zoning districts structured parking is excluded from the FAR calculation.

Traffic

Redevelopment of portions of the Outer West Street – Chinquapin Round Corridor into mixed use would generate different amounts and patterns of traffic compared to current uses (Table 4-4).

Weekday daily traffic is slightly lower for the Redevelopment scenario uses than for existing uses (3,831 versus 4,169); i.e. a decrease of -338 daily trips. The opposite, however, is true for the weekday AM peak hour 379 versus 209 (an increase of +189) and for the PM peak hour 508 versus 395 (an increase of +113). This additional weekday peak hour traffic due to redevelopment would need to be accommodated along with any increased through-traffic on the West Street corridor.

For a Saturday, the scenario generates slightly less daily traffic than existing; i.e. 2,532 versus 2,749; i.e. 217 less because there is less retail in the redevelopment Scenario. The Saturday midday peak hour traffic is also less at 278 versus 417; i.e. 139 less because of less retail in the redevelopment Scenario.

Comparing in/out three block weekday peak hour volumes (Table 4-5) indicates significantly more traffic for the redevelopment scenario due to the mix of housing and office. A reduction in trip generation could also result from people who live and work within the three-block area, though the reduction in trips would probably be small.

Table 4-5 Weekday Peak Hour In/Out Volumes

	Weekday AM Peak Hour		Weekday PM Peak Hour	
	In	Out	In	Out
Existing	139	70	183	292
Redevelopment	240	139	198	310
Difference	+101	+69	+15	+98

During weekday AM and PM peak hours, therefore, the redevelopment scenario would create more traffic impact than existing uses.

Comparing the Saturday peak hour volumes in Table 4-4, shows the redevelopment scenario would generate less traffic than the existing uses. The reduction in generated traffic mid-day is 219 less 145 in (-74) and 198 less 133 out (-65). The lower Saturday in/out volumes indicate that the redevelopment plan would place less peak hour demand on the nearby intersections than the current uses, although the redevelopment scenario traffic would still need to be accommodated along with any increased West/Chinquapin Round corridor through-traffic.

Since existing uses are primarily retail, they tend to pull traffic from both adjacent corridors as pass-by traffic whereas the redevelopment scenario has less retail so that most of the traffic is new traffic, except for those who might live and work in the three block area. The existing retail is car sales, a specialty type of retail that tends to generate less traffic than general retail.

Table 4-4 Redevelopment Scenario, Traffic**TRAFFIC GENERATED BY EXISTING USE**

Land Use	Square Feet	ITE Code	Weekday Daily Two- Way Trips	Weekday AM Peak			Weekday PM Peak			Saturday Daily Two- Way Trips	Saturday Midday Peak		
				In	Out	Total	In	Out	Total		In	Out	Total
Auto Service (Tire Store)	1,650	848 ³	126	3	2	5	3	4	7	31 ⁴	4	6	10
New Car Sales	39,550	841	1,483	64	24	88	41	62	103	832	60	58	118
High Turnover Sit Down Restaurant	2,925	832	381	14	13	27	19	13	32	463	37	22	59
Bank with Drive In	2,800	912	875	20	16	36	77	77	154	147	60	58	118
Retail	2,247	820	594	10	7	17	25	27	52	844	38	36	74
Warehouse	21,328	150	429	23	5	28	6	17	23	26	2	1	3
Hair Salon	700	820 ¹	281	5	3	8	12	12	24	406	18	17	35
	71,200		4,169	139	70	209	183	212	395	2,749	219	198	417

TRAFFIC GENERATED BY REDEVELOPMENT SCENARIO 1

Land Use	Square Feet	ITE Code	Weekday Daily Two- Way Trips	Weekday AM Peak			Weekday PM Peak			Saturday Daily Two- Way Trips	Saturday Midday Peak		
				In	Out	Total	In	Out	Total		In	Out	Total
Multifamily (apartment) Units	82 units	220	626	7	37	44	42	21	63	388	26	27	53
Townhouse Units	77 units	230	522	7	35	42	34	16	50	706	35	30	65
Specialty Retail	27,450	814	1,117	31	40	71	85	91	176	1,154	60	55	115 ²
Office	124,000	710	1,566	195	27	222	37	182	219	284	24	21	45
Total			3,831	240	139	379	198	310	508	2,532	145	133	278

¹ ITE code not available - assumed shopping center² Based on 84% of retail 820 trip rate³ Used tire store since auto service was not in ITE⁴ Saturday rate not available for tire store therefore used wholesale Tire Store code 849

Development scenario traffic, while generally higher than the traffic from existing uses is less than the traffic that could be generated from the area were redevelopment to comprise general retail, such as pharmacies, convenience stores, fast food, or hardware stores, all of which are permitted in the BCE district.

The area road network could accommodate the traffic from the redevelopment scenario provided full use is made of the area road network capacity, and alternative road connections are created. For example, the scenario (Figure 4-2) includes access points on West Street, Admiral Drive extended, Edgewood Drive, McGuckian Street, and Legion Avenue. These help distribute trips around area roads making maximum use of available road capacity. The Scenario also includes the extension of Admiral Drive south to McGuckian Street, which would help relieve congestion at the current offset Chinquapin Round Road, West Street, Admiral Drive intersection. These area-wide road improvements are discussed further in Section 5.

Fiscal

Redevelopment of portions of the Outer West Street – Chinquapin Round Corridor into mixed use would be fiscally positive for the City. The consultant team prepared a fiscal impact evaluation for the planned redevelopment of the former Johnson Lumber site⁹. The evaluation compared the existing lumber yard use, redevelopment of the site as an auto dealership, and redevelopment as multi-family and retail. Redevelopment as multi-family and retail was found to generate a fiscal surplus 11 times greater than the lumber yard use and six times greater than the auto use. Appendix C to this study contains the fiscal impact report.

⁹ Analysis of Ordinance O-27-02 Business Corridor Enhancement District (BCE) Amendments, ERM September 9, 2002. Fiscal Impact Evaluation prepared by BBP Associates.

DRAFT

Section 5 Implementation Recommendations

Implementing this Study's land use recommendations will involve changes to the City's zoning code. Supporting improvements will need to be made to the Corridor's road network. As noted in Section 3, market conditions will dictate the timing and pace of land use change, but the City can assist in "priming the pump" by using economic development incentives.

5.1 Zoning

A new zoning district is envisioned to facilitate mixed use development in the designated parts of the Outer West Street - Chinquapin Round Road Corridor. The new district would be a variant of the current BCE district. Key elements of the proposed new district are as follows and are discussed with reference to the BCE district.

5.1.1 Business Corridor Mixed Use District

A Location

The district would be mapped per the Business Corridor Mixed Use area designated on Figure 4-1.

B. Permitted Uses

The list of permitted uses would be similar to the current BCE district. Table 5-1 indicates the key changes. The intent of the changes is to permit a suite of uses that promote mixed use centers, consistent with the City's goals. Thus, higher density residential uses would be permitted subject to standards, but some types of uses would be permitted only as part of an integrated mixed use development, for example, fast food restaurants and convenience stores. Some uses that would be incompatible with mixed use centers would not be permitted, such as car washes, building materials sales and storage, and service (gas) stations. Where existing, these uses would become nonconforming unless specifically grandfathered in the new zoning district.

Automobile sales would be permitted, as we do not recommend making these extensive existing uses nonconforming as to zoning.

C. Density

Multi-family: 60 dwelling units per acre. This use at this density was added to the current BCE district in December 2002 (O-27-02).

Single-family attached; 20 dwelling units per acre.

Table 5-1 *Use Table for Business Corridor Mixed Use District* (Rows in bold mean changes from current BCE zoning)

Use	Current BCE	<i>Recommended Business Corridor Mixed Use</i>
Amusement Establishments	Yes	Yes
Building materials sales and storage	Yes	No
Convenience Store	Yes	Yes, but only as part of an integrated mixed use development
Dwellings		
Multi-family	Yes, two-acre minimum lot size	Yes, two-acre minimum lot size
Single-family attached	No	Yes
Food Stores	Yes	Yes
Greenhouses, nurseries	Yes	No
Home Improvement Stores	Yes	Yes, but only as part of an integrated mixed use development
Motor Vehicle Uses		
Auto service	Yes	Yes
Car sales	Yes	Yes
Car wash	Special Exception	No
Service Stations	Special Exception	No
Offices	Yes	Yes
Retail goods	Yes	Yes
Restaurant, fast food	Special Exception	Special Exception, but only as part of an integrated mixed use development
Warehousing, storage and distribution	Yes	No

D. *Floor Area Ratio, multi-family: 2.0 (per O-27-02)*

E. *Setbacks, yards*

Table 5-2 *Set backs and yards for Business Corridor Mixed Use District*

Current BCE	<i>Recommended Business Corridor Mixed Use</i>
1. No minimum yards except for bufferyards: 20 feet along West Street 15 feet along Chinquapin 20 feet from residential districts 2. Buildings over 45 feet to be set back 50 feet.	1. 15-foot streetscape (including sidewalk) measured from curb. 2. Create street presence: build-to line. Delete 50 foot setback requirement
Johnson Lumber 15-foot wide sidewalk along West Street 12-foot sidewalk along other streets.	

F. Height

Height is an important issue. The vision for the corridor is for a scale of development that is somewhere in between what is contemplated in Parole and Inner West Street – Park Place (see Section 3). However, if mixed use centers are to serve their function as “centers” they should stand out from the surrounding area, and extra height can help achieve this. For these reasons, height limit areas are recommended, including lower height limits adjoining residential areas (see Table 5-3 and Figure 5-1).

Table 5-3 *Height limits for Business Corridor Mixed Use District*

Current BCE	Recommended Business Corridor Mixed Use
1. Over 50 feet from residential land: 45 feet (four stories).	65-foot, 45-foot and 35-foot areas. See Figure 5-1.
2. Less than 50 feet from residential land: 35 feet (three stories)	
Multi-family: 65 feet (four stories, loft not treated as a story)	

G. Open Space

In the current BCE district no open space is required except for multi-family use which has a 10 percent requirement, of which 50 percent can be indoor facilities such as club houses and exercise facilities.

Recommendation: Seven percent or, 10 percent with allowance for reduction (see discussion of redevelopment scenario, and Table 4-2).

H. Lot coverage (impervious surface)

In the current BCE there is no lot coverage restriction except for multi-family which has a 80 percent maximum requirement.

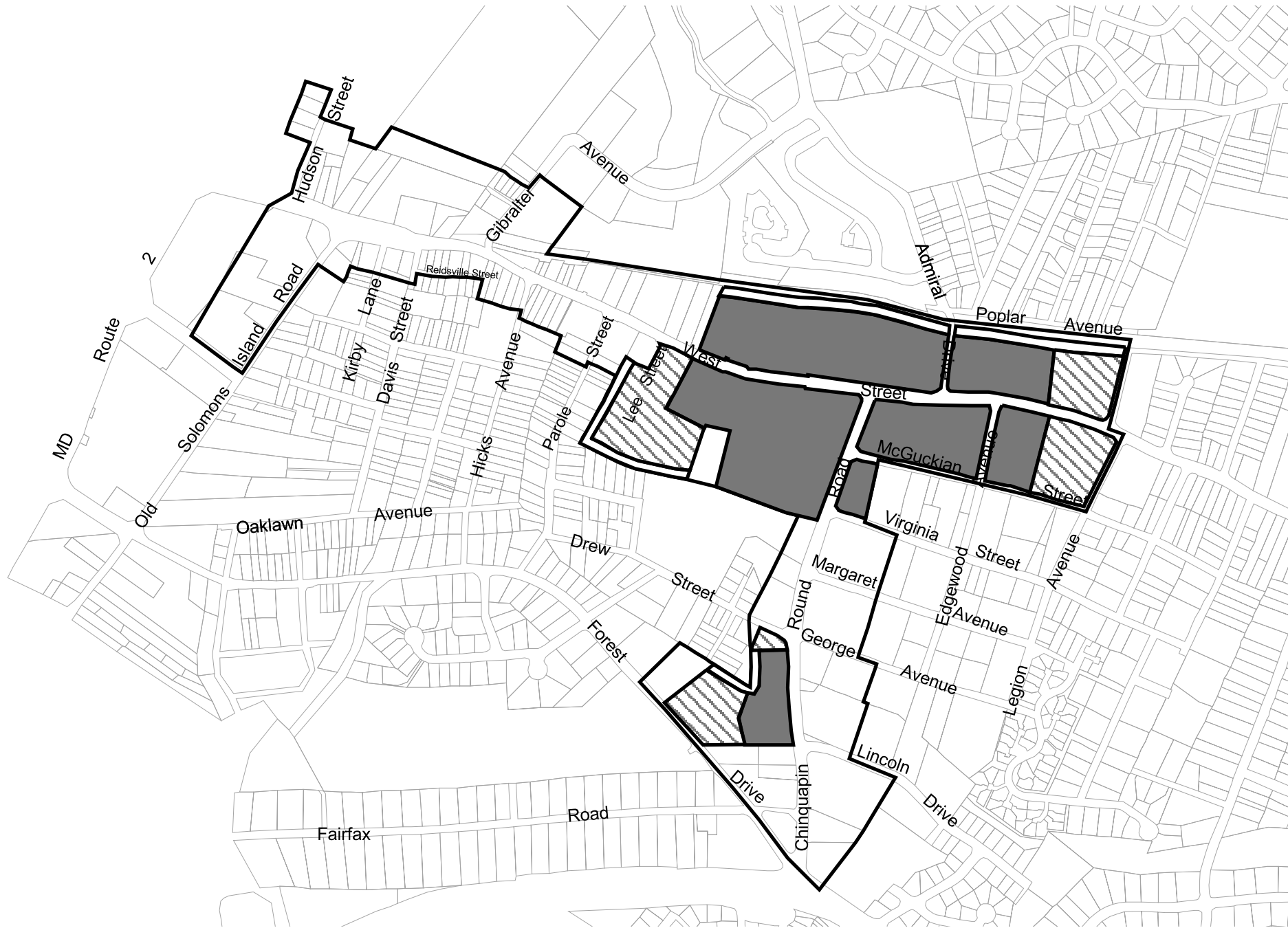
Recommendation: 80 percent, with allowance for reduction through “green” site development, rain gardens, etc.

I. Integrated development

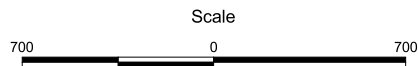
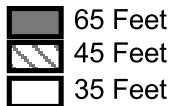
In the current BCE no use integration is required except for multi-family, per O-27-02:

“Retail and/or office use shall be required as an integral component of a multi-family residential project and the project design shall allow for such uses on the ground floor.”

“Mixed-use buildings fronting on an arterial street shall provide opportunities for ground-floor retail or other commercial space with residential, hotel or office uses above”



Legend: Recommended Maximum Height



City of Annapolis
Outer West Street-Chinquapin Round Road
Land Use Study
Figure 5-1
Height Limits for Mixed Use and Residential Areas

Recommendation: In order to achieve the mix of uses, desired density and intensity, and urban design amenities, mixed use development in the Business Corridor Mixed Use district should require approval as a Business Planned Development. Business Planned Development is a variant on the current Planned Development process that is being considered under the preliminary draft revision of the Citywide zoning code.

J. Parking

Parking is an important issue. The redevelopment scenario showed that structured parking will need to be an integral part of mixed use development in the Corridor. The shared parking provisions in the zoning code (Section 21.64.160, Collective Provisions), allow for parking spaces to serve more than one use, reducing the total number of spaces that need to be provided while providing sufficient parking for all uses.

5.1.2 BCE District

A few changes only are recommended for the BCE district which, under the Land Use Concept, would apply to three land use areas designated on Figure 4-1: Retail and Service; Residential; and Institutional . These changes are mostly administrative and are being recommended under the preliminary draft revision of the Citywide zoning code. Two provisions are recommended for deletion or reconsideration to reflect that City now supports a more urban versus suburban approach to site planning in the BCE district:

- i) “Site planning in which setbacks and yards are in excess of zoning restrictions is encouraged to provide an interesting relationship between buildings” (21.75.090.B.2).
- ii) “The height of a building in excess of forty-five feet should be set back fifty feet from the front line and fifty feet from the rear lot line.” (21.75.090.D.2.b).

In addition, consideration should be given to adding a provision that would encourage buildings to be set back no further than 50 feet behind the required bufferyard from a street. This would allow a single aisle of parking in front of a building, but not allow buildings to be set back so far that they lose all relationship with the street.

5.1.3 I1 District

Under the Land Use Concept the area designated employment/industrial on Figure 4-1 would be zoned I1. No text changes to the I1 district are recommended specifically to implement this plan.

5.2 Urban design

Urban design is a key element for the Outer West Street - Chinquapin Round Road Corridor. As discussed in Section 3.4, under the City’s design requirements, improvements have been made to the Corridor over the past few years, but the amount of change has been too limited to have affected the overall character and feel of the area. Currently, attention is focused on the

West Street streetscape and the proposed mixed use area near the intersection of West Street and Chinquapin Round Road, where interest has been stimulated by the proposed redevelopment of the former Johnson Lumber site as an apartment/retail development.

5.2.1 *Mixed Use Centers*

As part of this Land Use Study, the Steering Committee participated in an architectural characteristics survey. The building types the Committee favored as very appropriate for the Outer West Street - Chinquapin Round Road corridor, especially for mixed use centers, are shown in Figure 5-2, along with building types the Committee considered inappropriate. Appendix D contains the full survey and results.

5.2.2 *Urban Design plan*

A full urban design plan should be prepared to support the land use concept. The urban design plan should address the full range of urban design considerations including architecture, relation of buildings to the street and nearby development, streetscape, plantings, open space treatment, buffers, parking and loading, and protecting residential neighborhoods from the impacts of commercial uses.

The urban design plan needs to respond to the SHA's 2003 feasibility study for West Street between MD 2 and Chinquapin Round Road which makes recommendations on a preferred street section - lane configurations, medians, and circles, streetscape, and pedestrian and bicycle facilities.



NORTH ELEVATION BUILDING # 1 & # 2 (West Street)
SCALE 3/32" = 1'-0"

*Preliminary rendering for proposed apartment-retail project
at West Street and Chinquapin Round Road (courtesy Union
Realty Partners, Inc.)*

Figure 5-2 Architectural Characteristics Survey Pictures

i. Strongly Favored Corridor Building Types



Parking garage



ii. *Other favored building types*



iii. *Building types with strong negative ranking*



Picture to the left is deceptive. The highly ranked picture (previous page and inset below) is the same development. The street level view clearly contributes strongly to its high ranking.



5.3 Transportation

Land use changes need to be supported by an adequate transportation network that serves motor vehicles, pedestrians, cyclists and transit users.

Roads

Recommended road improvements are shown on Figure 5-3. The numbers below refer to the numbers on the figure.

1. **West Street.** SHA's feasibility study of creating a gateway or defined entrance to the City on West Street between MD 2 and Chinquapin Round Road includes recommendations on landscaping, streetscape, pedestrian and bicycle access, and overhead utilities, as well as a preferred street section - lane configurations, medians, and circles.

2. and 3.

Extend Admiral Drive south to McGuckian Street and, eventually, to Virginia Street.

Signal timing and lane configuration changes to West Street-Chinquapin Round Road-Admiral Drive intersections.

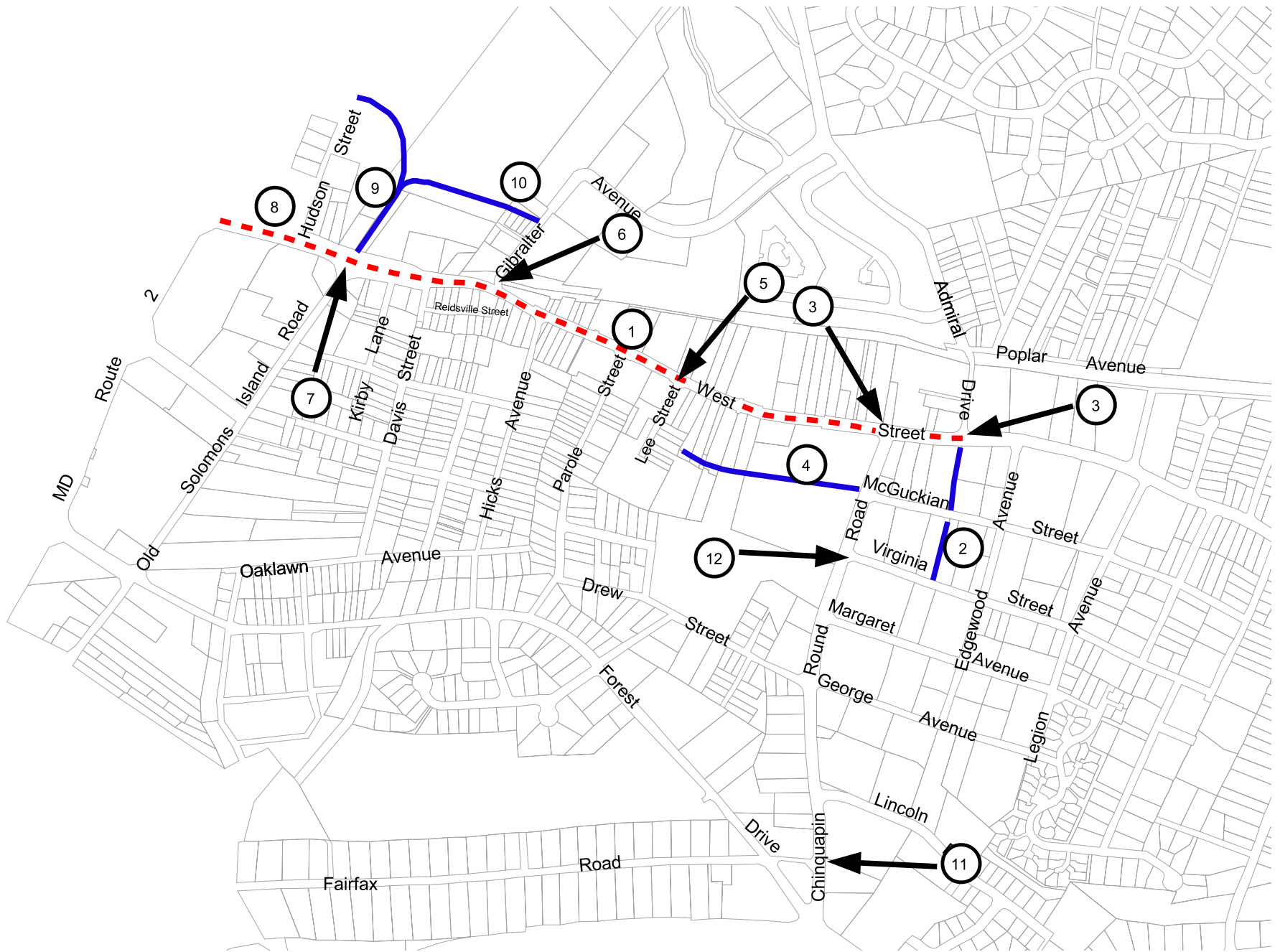
These improvements are recommended both to support redevelopment of the blocks between Chinquapin Round Road and Edgewood Avenue and to relieve the intersections of West Street, Chinquapin Round Road, and Admiral Drive. Under this scheme, northbound traffic on Chinquapin Round Road would turn right at Virginia Street then left on Admiral Drive extended. The current right turn movement from Chinquapin Round Road onto West Street followed by the quick left turn onto Admiral Drive could then be eliminated, freeing up capacity at these intersections.

These improvements would also benefit southbound movement from Admiral Drive to Chinquapin Round Road. Southbound traffic would cross West Street onto Admiral Drive extended, turn right onto Virginia Street and then turn left from Virginia Street onto Chinquapin Round Road.

4. **Extend McGuckian Street west to Lee Street (possible extension to Parole Street).** This extension would provide a street parallel to West Street serving the currently unconnected area south of West Street between Lee Street and Chinquapin Round Road. This is a long-range project relying on future development of the current Pep Boys site.

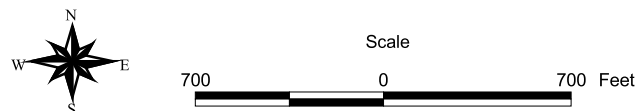
The McGuckian Street- Chinquapin Round Road intersection is very close to the West Street-Chinquapin Round Road intersection. This may make left turns from McGuckian Street onto Chinquapin Round Road difficult at peak hours, but will still create more of a parallel road network than exists at present.

5. **Signalize the West Street/Lee Street intersection.** This has been a longstanding recommendation by the City, and should be reconsidered in light of SHA's feasibility study and above recommendation #4, which would bring more traffic onto Lee Street.



Legend:

-  Gateway
-  New Roads
-  See Text for Explanation



City of Annapolis
Outer West Street-Chinquapin Round Road
Land Use Study
Figure 5-3
Road Improvements

6. **Improve the West Street-Gibraltar Avenue intersection.** SHA's feasibility study recommends a dedicated left turn lane at this intersection. The intersection should be considered a candidate for a traffic circle in conjunction with acquisition/redevelopment of the lots between West Street and Reidsville Street (see Section 4.1.ii.).
7. **Add a traffic circle gateway feature at the West Street-Old Solomons Island Road intersection.** This location is identified as a Primary City Gateway in the City's Comprehensive Plan. See also the discussion in relation to the West Street-Gibraltar Avenue intersection above under #6 and in Section 3.1.i., as an alternative for the traffic circle.
8. **Convert the West Street-Hudson Street intersection to right-in right-out when the MD 2-West Street intersection is fully upgraded.** Grade separation has been proposed in the past for the MD 2-West Street intersection, but there are no current plans for this.
9. **Extend Old Solomons Island Road north to Hudson Street.** This extension is shown in the Parole Growth Management Plan, draft June 2002. This extension would permit traffic to be channeled to the upgraded West Street-Old Solomons Island Road intersection (see above #7).
10. **Extend Gibraltar Avenue to Old Solomons Island Road extended.** This extension would only occur as part of a development of the undeveloped parcel south of the Capital newspaper building. It would provide alternative access from the West Street-Old Solomons Island intersection to Gibraltar Avenue and Admiral Drive.
11. **Address safety at intersection of Chinquapin Round Road and Old Forest Drive.** Data do not show this intersection to have a particularly high accident rate, but it is very close to the busy Aris T. Allen Chinquapin Round Road intersection (within approximately 230 feet), resulting in dangerous weaves and difficult left turns, both in and out of Old Forest Drive. Possible safety measures include prohibiting left turns from Old Forest Drive onto Chinquapin Round Road, directing traffic to the light at Drew Street and Chinquapin Round Road, and, as part of a future redevelopment of the Gardner Center, extending Lincoln Avenue east of Chinquapin Round Road to Old Forest Drive.

Residential communities east of Chinquapin Round Road would need to be involved in any recommendations for this intersection as heavy traffic volumes on Old Forest Drive have been a major concern of theirs in the past.
12. **Improvements at the Chinquapin Round Road-Virginia Street Intersection.** Current plans for the redevelopment of the former Johnson Lumber site as an apartment project call for an entrance to the project opposite Virginia Street, that would also serve Mills Parole Elementary School. A traffic signal at this intersection may be warranted. See also the Admiral Drive extension recommendation discussed above under #2.
13. **Access consolidation and control** (not shown on Figure 5-3). Continue current efforts under the BCE zoning to consolidate access points and relocate driveways as parcels develop and redevelop.

Pedestrian-Bicycle Circulation

SHA's feasibility study includes recommendations for improving conditions for pedestrians and cyclists on West Street. Special efforts should be made in areas designated Mixed Use on the future Land Use Concept (Figure 4-1). In these areas a 15-foot wide streetscape, measured from the curb is recommended (see Table 5-2).

Over time as development and redevelopment occurs, conditions for pedestrians and bicyclists along the entire length of Chinquapin Round Road should be improved: sidewalk buffers, street trees, wider sidewalks (6 to 8 feet), wider travel lanes (if possible) to provide a better bicycle level-of-service.

Transit

Annapolis Transit's green and brown bus routes currently run along West Street. As demand warrants service should be added along Chinquapin Round Road. The City should continue to provide attractive, sheltered bus stops along the Corridor. The SHA's feasibility study should be reviewed for transit-friendly features such as bus pull-overs.

5.4 Economic Development

As noted in Section 4.2, redevelopment of portions of the Outer West Street – Chinquapin Round Road Corridor as mixed use centers would be fiscally beneficial to the City. Although a strong market does not exist today for mixed use centers, incentives to spur development and redevelopment in the Corridor are available. Incentives include accelerated development review processes, density bonuses, and tax incentives such as Tax Increment Financing (TIF).

TIF allows private developers to utilize TIF funds (incremental increases in property, sales, income taxes) that result from the new development to finance a portion of development project costs that normally are provided by the developer such as parking or adjacent road or site improvements. TIF has become more common in recent years and is now often used by municipalities. TIF is an excellent way to finance public improvements and make an economic development or housing projects feasible. TIF could be particularly useful for underground parking structures and/or special design amenities associated with residential or mixed-use development.

The City should also aggressively seek state money for road improvements, focusing on SHA's West Street Feasibility Study.

Consideration should also be given to developing a unique "theme" for Outer West Street. For example the theme might be upscale home furnishing stores, like a Pottery Barn, Design Store, or Restoration Hardware. The right theme could attract medium size users, which might be too large for downtown and yet are too small to be Parole anchors. These medium size stores would relate well to the art type uses downtown on Inner West Street and the large furniture, department, and Home Depot-type stores located in Parole. This would, however, require a change in the image of the Corridor and more definition and market testing of proposed development activity both in Parole and Inner West Street.

5.5 Neighborhood Preservation

One of the City's primary interests for the Outer West Street – Chinquapin Round Road Corridor is to consider the needs of adjoining neighborhoods in any new planning and development. A number of the proposed recommendations are designed to protect adjoining neighborhoods:

- The Business Corridor Mixed Use District is designed to allow for more residential uses in the Corridor and to attract more neighborhood-oriented commercial uses.
- The proposed residential area at the south end of Lee Street is designed to allow this area to convert to residential use in the long term. This would be more compatible with the existing residential and school uses to the west and south and with the proposed residential use to the east (on the former Johnson Lumber site).
- A pocket park or neighborhood open space area is recommended for the area between Reidsville Street and West Street, see Section 4.1.i. This area could be used to highlight or interpret Parole's history.
- The recommended height limits are designed to provide a transition from the taller buildings permitted in the Corridor to the lower buildings in the adjoining neighborhoods (see Figure 5-1).
- The transportation and traffic recommendations support the adjoining neighborhoods:
 - Roadway and intersection recommendations are designed to improve traffic flow on West Street and Chinquapin Round Road, which will reduce traffic cutting through neighborhoods.
 - Design recommendations are intended to make the corridor more pedestrian-friendly.

DRAFT

Appendix A Segmentation Data Household Type Descriptions

- “Affluent Families” are primarily married couples with children, median age is 37.1 years; well educated; median household income \$72,195; own/live in single-family homes in suburban areas with median home value \$169,000. Research indicates that members of this category offer a demand potential and desire for consumer purchases such as home furnishings and improvements, most apparel categories, and electronics. In addition, they likely travel frequently and pursue physical fitness by playing a variety of racquet sports, golf, working out at the gym, and taking vitamins.
- “Downtown Residents” are classified as married couples with children, median age is 31.6 years; single parent/ married couples with children or single person households; some with adult children living at home; median household income \$21,030; many households below poverty level, most are renters, live in hi-rise apartments, multi-unit buildings or single family homes with median home value of \$53,156. Distressed Residents often use public transportation and splurge on fast food, cable TV, and lottery tickets. They also buy children’s and women’s apparel, baby products, and athlete shoes.
- “Upscale Households” are married couples with children, median age is 35.5 years; well educated; median household income \$51,556; live in single-family homes/condos in urban areas with median home value \$115,000. Research indicates that members of this category offer a demand potential and desire for products and services similar to Affluent Families: i.e. family- and home-oriented consumerism; outdoor equipment for recreational outings like camping, fishing, and hunting; electronics, etc.
- “Up & Coming Singles” are married couples with children, median age is 33.3 years; well educated; median household income \$45,076; most are renters, live in urban apartment complexes with median home value \$145,000. Fitness is a priority, as they like to join health clubs and environmental groups and pursue recreation activities like racquet sports, bicycling and jogging. Up & Coming Singles spend a disproportionate amount of their money on clothes and leisure activities, like dancing at nightclubs, going to bars, visiting museums, etc.
- “Retirement Styles” are both single and married couple households, with and without children, median age is 45.3 years; well educated; many are retired or planning on retirement, median household income \$41,500; live in single family homes, apartments, mobile homes and seasonal housing with median home value of \$109,500. Retirement Style people have diverse interests but normally enjoy golf, needlework, gardening, and gambling. Typically most own a luxury car but use coupons at stores. Typical consumer expenditures include health related items, as most take vitamins and follow diets, tools and outdoor equipment for their numerous leisure activities, and household appliances and cameras.
- “Young Mobile Adults” are married couples with children. The median age is 24 years; in college/starting careers/have young children/some single parent families; median household income \$28,977; most live in apartments/some in single-family homes or military barracks with median home value of \$90,000. Young Mobile Adults like to buy CDs, books, PC software, shoes, sportswear, soft drinks, and alcohol.
- “City Dwellers” are single, married, or single parents, and share households, median age is 32 years; some education; median household income \$32,420; hold jobs in service, government, and manufacturing industries, urban dwellers, live in apartments, row houses, duplexes, and single family homes with median home value of \$70,540. City Dwellers like to watch TV, play sports, and go to the movies. Purchases are often made on children’s products like diapers, over the counter medications and home permanents.

Appendix B List of Stakeholder Interviewees (see Section 3.6)

- Classie G. Hoyle. Alderwoman, representing Ward 3, Outer West Street district
- Steve Harrison, Donatelli/Klein Real Estate, VP
- Lou Hyatt, Hyatt Real Estate, President (merged with Severn Bank)
- Terry Shuman, Bay Engineering
- Pat Faux
- Chris Soldano
- Jerry Parks, Real Estate Developer of Park Place
- Phil Dunn, Real Estate Developer, completed multiple Inner West Street projects
- John Sweet, Farmers Bank
- Karen McGukian, Elm Street Development, McLean VA
- Brenda DesJardins, New Home Marketing Services
- Susan Davies, Government Affairs, Maryland Home Builders
- Corporal Redondo, Annapolis City Police
- Auto Dealerships
 - ❖ Annapolis Volvo-Subaru
 - ❖ Buick/Jeep (Joe Adams)
 - ❖ Criswell Acura
 - ❖ Fitzgerald Auto Mall
 - ❖ Klakring Motors
 - ❖ Silverstar (Louis Phipps)

SUMMARY REPORT

FISCAL IMPACT EVALUATION

PROPOSED
JOHNSON LUMBER SITE/WEST STREET VILLAGE

ANNAPOLIS, MARYLAND

DRAFT

PREPARED FOR:

THE CITY OF ANNAPOLIS

PREPARED BY:

BASILE BAUMANN PROST & ASSOCIATES, INC.

September 7, 2002

I. INTRODUCTION

Purpose

Basile Baumann Prost & Associates, a national economics and real estate development advisory firm based in Annapolis, was retained by the City to evaluate the potential economic and fiscal impacts arising from the development of a multi-family project on the Johnson Lumber site. Our evaluation compares the impacts currently incurred by the existing Johnson Lumber use, with those occurring with the likely development of an auto use similar to those existing along West Street, or a multi-family use similar to that proposed by Union Realty. This analysis considers the fiscal impacts generated by the operational phases of each project scenario. In addition, we evaluated a hypothetical application of the new zoning regulation allowing residential uses in the BCE.

Economic Analysis

The operational phase fiscal benefits are impacts that the City of Annapolis could receive on an annual basis. This summary report presents our findings in quantifiable and qualitative terms, based on the economic impacts brought to the area by the various uses. These impacts include a quantitative analysis of tax revenues and estimated City expenses, and the related annual surplus or deficit. A brief explanation of methodology, including a discussion of key assumptions, is provided in the final section of the report.

New Zoning Regulation Example - Residential

BBP Associates also reviewed a potential demonstration project formulated by ERM to determine whether a smaller residential threshold size (i.e 20,000 s.f. or larger) site allowed under the new BCE Zoning would be viable. The demonstration site is a small commercial site, 27,780 s.f. with an estimated market price for the site totaling \$700,000¹.

The proposed regulation allows for residential use and a FAR of up to 2, which is assumed to enable the construction of 87 dwelling units per acre. This project with its 56 units, would need to provide 84 parking spaces (at 1.5 spaces per unit). Six of these spaces would be located on the street, with 78 constructed below the residential space. The structured parking would be below the building at grade and below grade, for an estimated average cost of \$11,000 per space. Total cost of the building space would be approximately \$6 million, and with parking construction totaling \$800,000, the entire project cost would be \$6.8 million, excluding land costs, and \$7.9 million including land at current commercial values.

The demonstration project results in a total development cost of \$141,071 per unit, which would require a monthly rent of approximately \$1,808. This compares to monthly rents in the marketplace for generally competitive units of \$980 to \$1,037.

¹ Commercial acreage in Outer West Street/Johnson Lumber vicinity with prevailing price of \$1.1 million per acre.

The development costs include a per unit “hard and soft” (construction plus interim financing costs and various development fees) of \$107,142 and an additional \$14,680 for the construction of parking. Other multifamily projects with surface parking have a lower parking per unit cost of just \$4,500². Because the demonstration project has a requirement for both structured and surface parking, it has an additional parking premium of \$10,180 per unit. The higher density of the demonstration project, (87 units per acre) versus typical multifamily projects in the areas (27 to 33 units per acre) results in land cost per unit of \$12,375.

Estimate of Per Unit Cost for Demonstration Project Compared with Existing Multifamily Properties

Costs	Demonstration Site	Harbor Gates	Regatta Bay
Land Size (Acres)*	0.63	18.67	7.5
Number of Units*	56	516	245
Units per Acre	87	27	33
Average Unit Size (net)	794	610	655
Avg Monthly Rent**	\$1,808 ^{1/}	\$980	\$1,037
Avg Monthly Rent psf	\$2.28	\$1.61	\$1.58
Avg “Unit Value”	\$141,071	\$76,440 ^{1/}	\$80,880 ^{1/}
Avg “Unit Value” psf	\$178	\$125	\$123
Parking Cost per Unit	\$14,680	\$4,500	\$4,500
Parking “Premium”	\$10,180	NA	NA
Est Land Cost per Unit	\$12,375	NA	NA

**From MDAT files for existing projects

**For Competitive projects, based on market research conducted August 2002.

^{1/} Estimate based on Gross Income Multiplier of 6.5 (Gross Rent * 6.5). The Gross Income Multiplier is equivalent to the project's Net Operating Income as 72% of Gross Income and a 11% Capitalization Rate (i.e. Overall Return).

The project has significantly higher development costs, including structured parking, that would make the project difficult to develop as a marketable or financially viable product. In addition, from a competitive market perspective, the demonstration project, on a small lot, does not offer the same opportunities for amenities provided by other multifamily developments, nor does it offer a similar amount of open space. Although the project does offer the potential advantage of structured parking, unless a Chinquapin Round Road location was considered extremely desirable, it is unlikely that it would be able to command the lease rates needed to make it a viable project.

Multifamily Project Description

² Cost of parking (\$3,000) multiplied by parking requirement per unit (1.5)

West Street Village is a proposed residential development project to be located at the corner of West Street and Chinquapin Round Road. The project, described by the developer, Union Realty, will contain 350 units and 10,000 s.f. of complementary retail space. The project encompasses 3–four-story apartment buildings with ground floor retail envisioned in up to two of the buildings. Retail uses, such as coffee shops, drugstores, banks, and convenience stores, would be designed to add to the overall environment for West Street Village tenants, while minimizing traffic impacts on the surrounding neighborhoods. Total structured space would be approximately 400,000 s.f. There is a planned boulevard entrance off of West Street that would open up to a village square or piazza. A dedicated garage entrance for residents would be located off of Chinquapin Road, opposite Virginia Avenue. In addition, a minimum of 20% of the project would be open space. West Street Village would be similar to the existing Regatta Bay and Harbor Gates projects, which offer amenities such as swimming pools, jacuzzis, dry saunas, 24-hour business centers, gyms, putting greens, racquet ball courts, and garages. The proposed 350-unit project would include amenities ranging from larger than average unit size, pool/spa, complementary retail, clubhouse, business center, storage, full-size washer/dryer, fireplaces and walk-in closets.

Multifamily Target Market

Union Realty would market their project to Young Professionals and Empty Nesters. This is in line with the *Urban Land Institute's* description of the market for urban market-rate housing as “affluent singles and couples, both married and unmarried” which encompasses Young Singles and Couples and Aging Baby Boomers.³

BBP accessed and analyzed household data and demographic data. Demographic segmentation data, which divides surrounding households into groups based on demographic variables such as age, family size, family life cycle, income, occupation, etc, was constructed for one mile, three mile, and five-mile circles or radii around the West Street site. A review of this data indicates that the majority, more than 50%, of households surrounding the site are upper income.

ACORN 2001 Households Report for 1901 West Street, Annapolis

	<i>Affluent Families</i>	<i>Upscale Households</i>	<i>Up & Coming Singles</i>	<i>Retirement Styles</i>	<i>Young Mobile Adults</i>	<i>City Dwellers</i>	<i>Downtown Residents</i>
One Mile Radius	43%	8%	15%	0	0	6%	28%
Three Mile Radius	31%	28%	8%	16%	1%	1%	15%
Five Mile Radius	50%	21%	6%	13%	1%	1%	8%

Source: ESRI BIS, 2002

³ Developing Successful Infill Housing, Suchman, Diane, Urban Land Institute, 2002

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Specifically, “Upper Income Empty Nesters”, a subsegment of *Affluent Families*, and “Enterprising Young Singles”, a sub-segment of *Up and Coming Singles*, currently represent about 30% of all households within one-mile of the site.

Young professionals and Empty Nesters were estimated to earn \$40,000 and \$80,000, respectively. A review of households data indicates that average household incomes within these radii range from \$65,000 to \$80,000.

2001 Average Household Incomes Proximate to 1901 West Street, Annapolis

	Average Household Income	Per Capita Income	Household Size
One Mile Radius	\$64,475	\$24,851	2.44
Three Mile Radius	\$70,416	\$29,289	2.26
Five Mile Radius	\$80,623	\$32,280	2.39

Source: ESRI BIS, 2002

Over the next five years, these household and per capita incomes are expected to increase, while household size will decrease.

2006 Average Household Incomes Proximate to 1901 West Street, Annapolis

	Average Household Income	Per Capita Income	Household Size
One Mile Radius	\$79,393	\$32,185	2.42
Three Mile Radius	\$81,780	\$35,322	2.18
Five Mile Radius	\$95,177	\$39,489	2.32

Source: ESRI BIS, 2002

Areas in closer proximity to the study site, have less intensive income strength. Census “Block Groups,” report a more diverse population, with 1999 earnings per capita in the range of \$18,400 to \$ 41,250. The four block groups in closest proximity to the site have a population of 3,536 and a per capita income of \$24,320.

II. SUMMARY OF FINDINGS FOR CITY OF ANNAPOLIS

Operating Phase Fiscal/Economic Impacts – Existing Conditions

An “existing conditions” development scenario was conducted to understand the baseline conditions currently affecting the City. To date⁴, the lumber use involves the operation of a lumber yard-retail center, which employs approximately 35 individuals⁵. The amount of structured space on the site, as reported by Maryland Department of Assessments and Taxation (MDAT), totals 13,200 s.f., (which excludes storage buildings) with a total improvement value (including storage buildings) of \$491,000, or \$37.29 psf, and total land value of \$2.94 million, or \$10.34 per square feet, producing annual property taxes of \$21,414 for the City of Annapolis.

Most of the employees reside within a ten-minute drive from the site⁶. To compute income tax revenues, the majority of employees (75%) are assumed to be Anne Arundel County residents. To estimate the number of these employees who reside within the City of Annapolis, the percentage of City of Annapolis population to Anne Arundel County population, or 7%, was applied. Based on these assumptions, and using average earnings rates listed for the Baltimore Metropolitan area⁷, the City receives about \$246 each year in state income tax from this operation. Personal property tax receipts received by the City from this business are approximately \$2,700⁸ each year. In total, this use produces an estimated annual revenue stream of \$24,350 for the City of Annapolis.

Operating Phase Fiscal/Economic Impacts – Auto Use

The “auto use” development scenario is based on an analysis of existing West Street auto retailers and assessment data related to their sites. A review of labor and wages for this industry in Anne Arundel County was also conducted to estimate the size of operations and average wages earned.

Based on an evaluation of four existing West Street auto dealerships’ assessment data, the average coverage ratio (s.f. of structure to s.f. of land area) is .22, with average improvement and land values of \$45 psf and \$10.12 psf, respectively. This information was applied to the study site’s 6.53 acres to produce an estimate for an auto dealership operation. Total structured area would be 62,580 s.f., using the coverage ratio of .22, on total land area of 284,450 s.f. Assessed improvement value would be \$2.8 million, and land value would total \$2.87 million. Together these would generate \$35,534 in property taxes, 1.65 times more than the lumber use, each year for the City of Annapolis. In addition, an estimated 50 persons, with the same residential attributes as the lumber operation above, would earn an average \$42,000 each year. This would

⁴ Johnson Lumber is expected to relocate to Edgewater, Maryland by the end of 2002.

⁵ Interview with Johnson Lumber, September 2002.

⁶ Interview with Johnson Lumber, September 2002.

⁷ Industry Series, Baltimore Metropolitan Area, Fourth Quarter 2001, Wood Product

⁸ Interview with Johnson Lumber, September 2002.

result in annual income tax funds for the City totaling \$450 and total personal property tax receipts would be \$4,207. Together, the annual City tax revenue generated by the Auto use would total \$40,192, 1.65 times the total revenue generated by the lumber use.

Operating Phase Fiscal/Economic Impacts – Multifamily Uses

The “multifamily use” development scenario is based on an analysis of existing area apartment complexes’ assessment data, lease rates, and the project concept proposed by Union Realty.

Comparables of existing multifamily projects’ assessment data, average apartment size, amenities, and rental rate information, were collected to construct a model of the multifamily project. Data from the developer was used to compute the proposed 400,000 s.f. project.

Average assessed residential improvement and land values of \$85.8 psf and \$13 psf, respectively, and \$45 psf for retail improvement space from the Maryland Department of Assessment and Taxation, were used to compute estimated City property tax impacts. Together the two uses and the land component, will generate annual property tax revenues for the City of approximately \$234,685, nearly eleven times more than the former lumber use.

In addition, the project located within the Annapolis City limits, would generate additional income tax revenues for the city. Assuming one resident per unit worked, and their earnings were 33%⁹ of their market rent (\$1,600/each month for 1,000 s.f. unit), this along with employment generated by the retail space, would result in annual income tax revenues for the City of \$5,934. The City would also receive a total of \$67,553 in personal property tax receipts from the project. Additionally, the City would receive about \$6,300 in cable TV fees, assuming that 75% of the units received this service. All together, the multifamily project would generate \$314,472 each year for the City, nearly 13 times more than the lumber yard use.

⁹ Industry average for rent as portion of gross income is 33%, however many landlords/property managers use products like First American Registry’s SCOREx to conduct resident screening which review a series of factors to qualify residents (Bozzuto Management).

Estimated Costs –Cost of Services

Operating costs per capita for residents and per employee were estimated to understand the City's related costs in serving the various residential and non-residential uses. These costs do not consider City Enterprise funds, nor do they include infrastructure investment. It is assumed that all enterprise account funds operate on a break-even basis, and given the site of the project, no new infrastructure would be required beyond that provided by or paid for by the developer. In order to provide conservative estimates of operating costs, average versus marginal costs were calculated, and thus no economies of scale were assumed for this project.

BBP Associates allocated public service costs to residents and employees. Services such as general government and community services were determined to be population-specific, and their total cost was applied to the number of residents residing within the City, creating population-specific cost factors. Similarly, public safety and public works were determined to be non population-specific, and were applied across to the combined total population of the City and total "at place" employees working within the City. These non-population specific cost factors can then be applied to residents and employees associated with each use.

Previous per capita cost analysis¹⁰, and a review of the latest City Financial report¹¹, indicates the following average per capita costs for the City of Annapolis to provide the following services to residents and area employees:

**2001 City of Annapolis Operating Costs, Total
and per Capita and per Employment Basis**

	Expenditures	Population Specific Cost Factor	Population/Employee Cost Factor
General Govt	\$4,463,765	\$123.99	\$0
Public Safety	\$18,077,363	\$0	\$237.86
Community Services	\$1,994,239	\$55.40	\$0
Public Works	\$3,498,921	\$0	\$46.04
Total	\$28,034, 288		

Source: City of Annapolis, 2001

Operating Phase Cost Requirements – Existing Conditions

The number of employees associated with the lumber use totals 35 individuals, and 2 (or 7% of employees) City residents. The number of employees and residents related to this use were multiplied with cost factors, creating a total annual operating cost to the City of \$10,863.

¹⁰ Skipper Annexation Report, Sept 1996, p. 23

¹¹ City of Annapolis, Maryland, Summary of Revenues, Expenditures, and Changes in Fund Equities-General Fund, Last Ten Fiscal Years (unaudited)

Operating Phase Cost Requirements – Auto Use

An estimated 50 employees are assumed to work at the auto use, with 3 being City residents. These employees and residents create a public service cost need of \$15,585.

Operating Phase Cost Requirements – Multifamily Uses

An estimated 350 residents are assumed to reside within the multifamily development. These residents would access general government, public safety, community services and public works public services, and on a per capita basis, would create costs to the City totaling \$162,151. The employees and one City resident associated with the retail space would require an additional \$6,141 in public services. In total, the proposed multifamily project would require \$168,292 in public services.

Estimated Surplus/Deficit for Each Use

Existing Conditions

The lumber yard use generates \$24,350 in annual revenues for the City. At the same time the employees and City residents associated with this use require \$10,863 worth of public services. This revenue and cost stream results in a surplus to the City of \$13,487 each year.

Auto Use

The auto use would generate \$40,192 in annual revenues for the City. The employees and City residents associated with this use would create demand for \$15,585 worth of public services. The difference in revenue and costs to the City results in an annual surplus of \$24,607, about 1.8 times the surplus provided by the lumberyard use.

Multifamily Use

The multifamily residential use would generate \$314,472 in annual revenues for the City. These City residents and employees and resident associated with the retail space, are expected to need \$168,292 in public services. This use would generate an annual surplus for the City totaling \$146,180, about 11 times greater than the lumber use surplus. These larger revenues reflect primarily the significantly greater real property tax generated by the site as a more intensely developed multifamily project.

III. TABULAR SUMMARY OF QUANTITATIVE BENEFITS TO ALL JURISDICTIONS

Fiscal Impacts

	Existing	Auto Use	Multifamily/Retail
Real Property Tax	\$21,414	\$35,534	\$234,685
Income Tax	\$ 246	\$ 450	\$ 5,934
Personal Property Tax	\$ 2,690	\$ 4,207	\$ 67,553
Cable Revenue	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 6,300</u>
Total	\$24,350	\$40,192	\$314,472

Operational Costs

	Existing	Auto Use	Multifamily/Retail
General Government	\$ 248	\$ 372	\$ 43,522
Public Safety	\$8,801	\$12,607	\$ 88,246
Community Service	\$ 111	\$ 166	\$ 19,443
Public Works	<u>\$1,703</u>	<u>\$ 2,440</u>	<u>\$ 17,080</u>
Total	\$10,863	\$15,585	\$168,291

Surplus/Deficit

	Existing	Auto Use	Multifamily/Retail
	\$13,487	\$24,607	\$146,181

IV. METHODOLOGY

The following “bullet points” present key elements of our methodology for developing job, payroll, expenditure and revenue estimates.

- We utilized information provided to us by Maryland Department of Assessment and Taxation, which can include use, zoning, structure size, size of property, structure value and land value.
- Current tax rates were obtained from the City of Annapolis Finance representatives, the County Tax office, and the Maryland Comptroller of the Treasury.
- In calculating individual income tax revenues, we included the income from multifamily project residents, and assumed that 7% of the project's retail employees resided in the City of Annapolis, as well. Employees for other uses were estimated to reside in Maryland, with 75% of project employees living in Anne Arundel County, and 7% of the county population residing within the City of Annapolis (based on population correlation: AAC population=515,500 City of Annapolis=36,000; $33,000/482,000 = 7\%$).
- Tax revenues for personal property were computed using 20% of gross project value for multifamily and retail uses as a means to estimate personal property, then 80% of this value was estimated to be actual replacement value. This adjusted value was then taxed at the City's rate of \$1.66 per \$100. Personal property rates for lumber yard used a 55% ratio based on actual tax payments, and 15% for auto uses based on an average of actual assessments reported to the City of Annapolis for existing auto dealerships.

V. REFERENCES

City of Annapolis, [Skipper Annexation Report](#)

City of Annapolis, Summary of Revenues and Expenditures

City of Annapolis, Census Block Group Data

ESRI BIS (Environmental Systems Research Institute, Business Information Solutions)
Demographic Data

Real Property Data Search, Maryland Department of Assessment and Taxation, Anne
Arundel County

Suchman, Diane, [Developing Successful Infill Housing](#), Urban Land Institute, 2002

VI. TABLES

Basile Baumann Prost & Associates, Inc.

Existing Conditions vs Alternative Development Scenarios - 1901 West Street

JF Johnson Lumber Co	Use Commercial	Acres 6.53	Land Area (s.f) 284446.8	Assessed Land Value/sf \$10.34	Total Land Value \$2,940,700.00
New Auto Dealer/Garage	Commercial -Auto Use	6.53	284446.8	\$10.12	\$2,878,601.62
West Street Village 350 units 10,000 sf retail	Residential Retail	6.53	284446.8	\$13.00	\$3,697,808.40

Existing Conditions vs Alternative Development Scenarios - 1901 West Street

JF Johnson Lumber Co	Coverage Ratio 0.05	FAR 0.05	Enclosed Space (SF) 13,200	Assessed Improvement Value/SF \$37.20	Total Assessed Improvement Value \$491,000	Total Assessed Land & Improvement Value \$3,431,700
New Auto Dealer/Garage	0.22	0.22	62,578	\$45.00	\$2,816,023	\$5,694,625
West Street Village 350 units 10,000 sf retail	0.80	1.41	400,000 390,000 10,000	\$85.80 \$45.00	\$33,462,000 \$450,000	\$37,609,808

Existing Conditions vs Alternative Development Scenarios - 1901 West Street

Revenues						
	Total Assessed Land & Improvement Value	0.624 City Property Tax (2002- 2003)	Income Tax Revenue	Personal Property Tax Receipts	Cable TV Fees	Total Annual Revenue
JF Johnson Lumber Co	\$3,431,700	\$21,414	\$246	\$2,690	\$0	\$24,350
New Auto Dealer/Garage	\$5,694,625	\$35,534	\$450	\$4,207	\$0.00	\$40,192
West Street Village 350 units	\$37,609,808	\$234,685	\$5,848	\$66,656	\$6,300	\$313,490
10,000 sf retail		-	<u>\$85</u>	<u>\$896</u>	<u>\$0</u>	<u>\$982</u>
		\$234,685	\$5,934	\$67,553	\$6,300	\$314,472

cable fee - 5% of gross
receipts (assume 75% of
units hook up @ \$40/mth

Existing Conditions vs Alternative Development Scenarios - 1901 West Street
Costs

	General Government	Public Safety	Community Services	Public Works	Total Operating Costs	Annual Surplus (Deficit)
JF Johnson Lumber Co	\$248	\$8,801	\$111	\$1,703	\$10,863	\$13,487
New Auto Dealer/Garage	\$372	\$12,607	\$166	\$2,440	\$15,585	\$24,607
West Street Village						
350 units	\$43,398	\$83,251	\$19,388	\$16,113	\$162,151	\$151,339
10,000 sf retail	\$124	<u>\$4,995</u>	\$55	<u>\$967</u>	\$6,141	<u>-\$5,160</u>
		\$88,246		\$17,080		\$146,180

Basile Baumann Prost & Associates, Inc.

Estimate of City's fraction of county's "piggy-back" tax on State income tax

<u>Category</u>	Estimated Number of working	<u>Annual Wage</u>	State <u>Exemption</u>	Estimated Individual State <u>Taxable Income 5/</u>	Realized Taxes <u>MD 2001 rate 4.75%</u>	Realized Taxes <u>AAC 2001 rate 2.53%</u>	Receipts to CITY <u>(% OF COUNTY)</u>
Existing Conditions - Lumber Yard 1/	35	\$33,280	\$2,100.00	\$31,180.00	\$51,836.75	\$20,707.42	\$246.42
Auto Use	50	\$42,000	\$2,100.00	\$39,900.00	\$94,762.50	\$37,855.13	\$450.48
Employed West Gate Village Residents 1/	350	\$57,600	\$2,100.00	\$55,500.00	\$922,687.50	\$491,452.50	\$5,848.28
Retail (10,000 SF)	20	\$21,000	\$2,100.00	\$18,900.00	\$17,955.00	\$7,172.55	\$85.35

1/ Based on interviews and business patterns, 75% reside in Anne Arundel County, with 7% residing in the City of Annapolis

2/Market rate \$1.6 psf *1000 sf = 1600*12 = \$19,200*3= \$57,600

Basile Baumann Prost & Associates, Inc.

Estimate of City's Personal Property Tax

	<u>Lumber Yard*</u>	<u>Auto Use**</u>	<u>Retail Use</u>	<u>Multifamily</u>
Total Estimated Project Real Property-Improvement Value 1/	\$491,000	\$2,816,023	\$450,000	\$33,462,000
Assumed Ratio of Real Property to Personal Property 2/	55.0%	15.0%	20.0%	20.0%
Estimated Personal Property 1/	\$270,050	\$422,403	\$90,000	\$6,692,400
Estimated Actual Replacement 2/	\$216,040	\$337,923	\$72,000	\$5,353,920
Adjusted Estimate--Personal Property Assessable 3/	\$162,030	\$253,442	\$54,000	\$4,015,440
Tax Rate for Personal Property per \$100 4/	\$1.66	\$1.66	\$1.66	\$1.66
TOTAL PERSONAL PROPERTY TAXES FOR CITY	\$2,690	\$4,207	\$896	\$66,656

*Actual tax payment

**Average based on assessment data from City of Annapolis

1/ Estimated at 20% of real property value for Auto and Retail use

2/ Actual FF&E numbers reduced to reflect replacement @ 80% original value

3/ 75% of personal property considered assessable (accounts for depreciation)

4/ Per \$100 of assessed value

Source: Basile Baumann Prost and Associates, Inc.,

Employment Data

	Number of employees	average weekly earnings	average annual earnings
Existing Conditions - Lumber Yard 1/	35	\$640	\$33,280
Auto Use 2/	50		\$42,000
Retail (10,000 SF) 3/	20		\$21,000

1/ Average weekly earnings based on Industry series, Baltimore Metropolitan Area, Fourth Quarter 2001, DLLS
Manufacturing - wood product

2/ Average number of employees and annual payroll derived from 2000 County Business Patterns: Anne Arundel County, US Census

3/ Estimate one employee per 500 sf, with average earnings of \$21,000, based on 2000 County Business Patterns: Anne Arundel County, US Census

Operating Costs per Capita Estimates

	2001 General Fund Expenditures	City of Annapolis population 1/ 36000 Population-Oriented	City of Annapolis employment 2/ 40000 Population-Employment
General Government	\$4,463,765	\$123.99	\$0.00
Public Safety	\$18,077,363	\$0.00	\$237.86
Community Services	\$1,994,239	\$55.40	\$0.00
Public Works	\$3,498,921	\$0.00	\$46.04
	<u>\$28,034,288</u>		

1/ City of Annapolis Demographic Statistics, 2001

2/Employment Estimate Based on Small Area Plan Demographics Statistics for Annapolis Neck, 2000

Source: City of Annapolis, Summary of Revenues, Expenditures & Changes, Year Ending June 30, 2001

Appendix D Outer West Street Architectural Characteristics Survey

Instructions

The pictures on pages 2 to 4 were presented at the Outer West Street Committee meeting on March 26, 2003. Members requested that they be given more opportunity to give input to staff regarding the architectural character for the corridor.

*Please rank the pictures on pages one, two and three in response to the question:
How appropriate would development in the picture be for the proposed mixed-use areas
in the Outer West Street Chinquapin Round Road Corridors? Please circle or otherwise
indicate the number that corresponds to your opinion.*

- A score of -5 means the development would be highly inappropriate
- A score of +5 means the development would be very appropriate

Not appropriate						Very appropriate				
Picture	Residential									
1	-5	-4	-3	-2	-1	+1	+2	+3	+4	+5
2	-5	-4	-3	-2	-1	+1	+2	+3	+4	+5
3	-5	-4	-3	-2	-1	+1	+2	+3	+4	+5
4	-5	-4	-3	-2	-1	+1	+2	+3	+4	+5
5	-5	-4	-3	-2	-1	+1	+2	+3	+4	+5

6	-5	-4	-3	-2	-1	+1	+2	+3	+4	+5
7	-5	-4	-3	-2	-1	+1	+2	+3	+4	+5
	Garages									
8	-5	-4	-3	-2	-1	+1	+2	+3	+4	+5
9	-5	-4	-3	-2	-1	+1	+2	+3	+4	+5
	Office									
10	-5	-4	-3	-2	-1	+1	+2	+3	+4	+5
11	-5	-4	-3	-2	-1	+1	+2	+3	+4	+5
12	-5	-4	-3	-2	-1	+1	+2	+3	+4	+5
13	-5	-4	-3	-2	-1	+1	+2	+3	+4	+5
14	-5	-4	-3	-2	-1	+1	+2	+3	+4	+5
15	-5	-4	-3	-2	-1	+1	+2	+3	+4	+5
16	-5	-4	-3	-2	-1	+1	+2	+3	+4	+5

Please add your name and return the ranking sheet (hard copy or e-mail) by April 11, 2003 to:

Frank Biba, AICP
Senior Planner, Comprehensive Planning
Department of Planning & Zoning

160 Duke of Gloucester St
Annapolis, MD 21401
(410) 263-7961
e-mail: FJB@ci.annapolis.md.us

Name

Date

Thank you for your help and assistance

Residential

Picture 1



Picture 4



Picture 2



Picture 5



Picture 3



Picture 6



Picture 7



Garages

Picture 8



Picture 9



Office

Picture 10



Picture 13



Picture 11



Picture 14



Picture 12



Picture 15



Picture 16



Results

Ranking 1: Score of +5 means development would be very appropriate. Score of -5 means development would be highly inappropriate

Picture	Respondent						Total	
	1	2	3	4	5	6	7	Score Average
1	4	5	3	3	2	-1	-1	15 2.1
2	2	3	2	4	-2	-1	5	13 1.9
3	-3	1	-4	-1	1	-2	3	-5 -0.7
4	1	4	3	4	-4	1	-1	8 1.1
5	3	5	4	4	4	3	4	27 3.9
6	1	-3	4	3	4	-1	5	13 1.9
7	-2	-3	-3	3	-5	2	-5	-13 -1.9
8	1	-4	-2	4	1	-3	-4	-7 -1.0
9	3	3	2	4	5	3	4	24 3.4
10	-2	-5	2	2	-5	-5	-5	-18 -2.6
11	-4	-1	-3	2	-2	-5	4	-9 -1.3
12	4	1	1	3	4	1	1	15 2.1
13	4	3	3	3	3	3	2	21 3.0
14	1	3	3	-1	4	1	2	13 1.9
15	-1	1	4	3	1	-3	2	7 1.0
16	4	-4	2	3	2	3	5	15 2.1

Ranking 2 a positive ranking is +1, a negative is -1.

1	1	1	1	1	1	-1	-1	3
2	1	1	1	1	-1	-1	1	3
3	-1	1	-1	-1	1	-1	1	-1
4	1	1	1	1	-1	1	-1	3
5	1	1	1	1	1	1	-1	5
6	1	-1	1	1	1	-1	1	3
7	-1	-1	-1	1	-1	1	-1	-3
8	1	-1	-1	1	1	-1	1	1
9	1	1	1	1	1	1	1	7
10	-1	-1	1	1	-1	-1	-1	-3
11	-1	-1	-1	1	-1	-1	1	-3
12	1	1	1	1	1	1	1	7
13	1	1	1	1	1	1	1	7
14	1	1	1	-1	1	1	1	5
15	-1	1	1	1	1	-1	1	3
16	1	-1	1	1	1	-1	1	3

 = Strong positive = Strong negative